**'61 RHD UK Beetle**
Stock, but with a twist

**The £50 Fastback**
Saved from the scrap man

# VOLKS WORLD

## TIKI PICK-UP

"IT WAS ONLY SUPPOSED TO BE A BIT OF CHEAP FUN"

# WILD CHERRY

THE KANDY CUSTOM EVERYONE'S TALKING ABOUT

POWER RINSE
GLOSS TURTL
BUY TIME
Ugly is only skin-deep.
And if you run out of gas, it's easy to push.
Lemon.

**PLUS**

**MEXICAN BEETLE**
The UK's finest South American Bug?

**SHOW REPORTS**
VW Action and Volkslife

**TOP VW TECH**
Servicing our latest project car

**VW ADS** We talk to the man behind some of VW's legendary sales material

Official classic VW parts supplier to Santa Claus.

VW HERITAGE
SUSSEX
Tel: 01273 444 000

1956 Single Cab, slower than a supersonic sleigh but so much cooler!

MERRY CHRISTMAS AN

WIN
YOUR
Wishlist
WINTER
2015

Enter online
www.vwheritage.com/wishlist

TÜV approved SSP wheels
5/205, 5/130, 5/112 PCD
Prices from £135

Disc brake kits from
£708.33

Propex heater kit
£449.95

FREE
UK DELIVERY
ON ALL WEB
ORDERS
OVER £35

34 ICT carb kit
£377

01273 444 048
VWHERITAGE.COM

AIR & WATER COOLED
SPARES & ACCESSORIES
Supplying quality to enthusiasts worldwide
ORIGINAL
CLASSIC PARTS

Choose the parts you really want this Christmas, add them to your online wishlist and you could win them for free!

Spend over £100 on parts this December and save 10% - stock up now for your winter project.

# ID A HAPPY NEW YEAR!

DAUS powder extinguisher kit £209.50

Vintage speed exhaust £398

Oil cooler kit £117.60

UK manufactured engines
1200-1776, 1.9-2.1 WBX, Type 4
Prices from £1895

# SAVE 10%

ON ALL ORDERS OVER £100
THIS DECEMBER*

*On parts at standard price. See website for T&C's.

vwheritage

Run by enthusiasts for enthusiasts.

*"It was a great adventure especially for the children."*

*"Amazing comfort, the beds were great, equipment plentiful and dinky"*

CAMPERVANTASTIC™

LUXURY HIRE • ONLINE STORE

www.campervantastic.com

## CAMPERVAN HIRE

- Top of the range, comfortable VW California Campervans for UK & European adventures. Seating up to seven people, fully equipped and ready to go.
- DAB radio, music media ports, sat nav and TV/DVD player included as standard.
- Luxury bedding, drive-away awnings, bike/kayak/surf & ski racks, BBQs, hammocks, kites, snow tyres/chains and extreme climate packs available.
- Travel planning and 'try before you buy' consultations available with our Campervan Guru!

## CAMPERVAN AND CAMPING SHOP

- Drive-away awnings, cooking and dining equipment, campsite guides and campervan books, kites, kayaks, outdoor toys.... Buy online or at our showroom.

FLEXIFOIL
COBB
duvalay bedtime luxury... anywhere
Outwell
Brandrup
coolcamping
THULE
Bon-fire
Khyam

**Bookings/enquiries** +44 (0)208 291 6800 **email** hire@campervantastic.com

Follow us on Twitter & Facebook

Unit 5, 118 Stanstead Road, Forest Hill, London, SE23 1BX

BVRLA Quality Assured

# CONTENTS

JANUARY 2016

46

16

56

20

62
Some Volkswagen owners look down on other Volkswagen owners.

38

30

56

## THIS MONTH

**6 News**
A night at the museum (sort of)

**8 Events**
A new one on the calendar, Volkslife

**12 Products**
Cool VW gubbins you can buy

**14 Letters**
Because modifying is fun Mr. Pye!

**16 Readers' rides**
That's right, a Type 4 in *VolksWorld*

**28 Show news**
What's occurring at our show

**98 VW Icons**
Herbie's co-pilot, Dean Jones

## FEATURE CARS

**20 Custom Beetle**
Kandy crush, our cover star

**30 Custom Fasty**
Backdated late model goodness

**38 Stock(-ish) Beetle**
Subtly re-worked RHD '61

**46 Beetle pick-up**
The old bamboo meets the beach

**69 Mexican Beetle**
The best gringo in the UK? Probably

## HISTORY

**62 Marketing genius**
VW UK's advertising mastermind

## SHOW REPORT

**56 VW Action**
Racing and partying at the Pod

## PRACTICAL VOLKSWORLD

PRACTICAL VolksWorld

74

84

**74 Staff cars**
Snapper Jon's new whip

**78 Project cars**
Shasta-style Split Screen

**84 How to**
Give your Beetle a health check

Never miss an issue, subscribe today on page 54

Go to www.magazinesdirect.com for more information and subscription deals

## WELCOME TO THE MAG

Whilst I might not have made it to the last VW gathering of 2015 myself, a great many of my unwanted car parts still made it to the Slough Swapmeet. This was solely down to Mike and Steve being super organised and booking a trade stand for the second year on the bounce.

For my part, all I had to do was root around in my shed (braving the spiders, I might add) and decide what I could bring myself to part with. Plenty as it happens.

I've never been a hoarder. Most of the stuff that has come off my cars over the years has done so because it was kippered, and I've a tendency to give stuff that I don't need to friends that do. A wheeler dealer I am not.

Even so, I was surprised at some of the stuff I uncovered, much of which I couldn't even tell you what car I'd removed it from / bought it for but not got round to fitting. It was like a dusty, oily trip down my on personal memory lane, with alzheimer's.

I mean, how the heck did I manage to fill an ice cream tub with switches from '70's Beetles? Or amass two carrier bags' worth of old seatbelts? I presume I must have removed the EMPI Bus shifter from something, but what? Possibly my first Bay Window, I couldn't be sure.

The jewel in the crown, however, were the three – not four, three – hubcaps that came off my first ever Beetle I had when I was 16. That means I've carried them around from house to house for 23 years. I doubt I'll ever use them as they're the flat, four-bolt type from a '73 1200, and I won't be buying another of those, will I? Some things you just can't part with though, so they didn't make the trip to Slough. I guess I am a bit of a hoarder after all… ■

**James Peene**
**Group editor**

'67 Karmann Cab
Just 68K miles from new
Turbo Notchback
Eight-second Type 3
VOLKS WORLD
BEST OF THE BEST
VOLKSWORLD BEST OF SHOW!
DKP-INSPIRED '59 RAGTOP
'55 BARNDOOR
FIRST GENERATION LOOKS WITH 21ST CENTURY UPGRADES
VW road race
Petermax Müller classic rally
PLUS
HOW TO Fit a rock 'n' roll bed
CAMPER&BUS SHOW Full report from Eastnor Castle
'72 PROJECT BEETLE Built for TV but put right in print!

## Subscriptions, from as little as £18.99

Treat yourself, or a friend, this Christmas and subscribe to *Camper&Bus* magazine, or one of our sister titles, *VolksWorld* or *VWt*. Subscribers save up to 35% on the cover price and have the magazine delivered direct to their door, usually before it's in the shops. It's the Christmas present that just keeps on giving. Go to www.magazinesdirect.com or call 0330 333 4555.

Camper &BUS
BLUE SKY THINKING
ROAD Trip
VWt
Amazing space

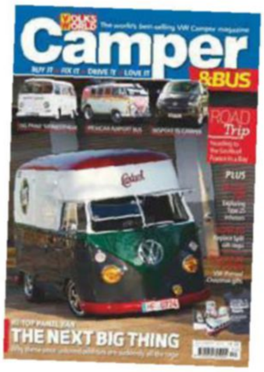
**Photo:** Steve Sharp

## *VolksWorld* Show tickets make great Christmas presents!

Don't know what to buy your loved one for Christmas? If so, why not treat them to a weekend at The *VolksWorld* Show? Tickets are available now at a discounted price from www.volksworldshow.com and, as an added bonus, if you order before December 1 2015, we'll send you a VW-themed Christmas card to put your tickets in, along with a limited edition show sticker. The *VolksWorld* Show has been 25 years in the making, come and help us celebrate.

## Help us to improve *Camper&Bus*

If you already enjoy *C&B* magazine, we'd love five minutes of you time to help us make *Camper&Bus* the magazine *you* want to read by completing our online survey. For your efforts, you could win £250 off your next insurance policy, or one of 100 show t-shirts. You'll find the survey at www.vwcamperandbus.com


Camper &BUS
ROAD Trip
THE NEXT BIG THING

# Rometsch museum

We recently visited Germany to see the new specialist VW museum that celebrates the fabulous coachbuilder, Karosserie Rometsch of Berlin. The private museum is in Hessisch Oldendorf, Germany and is housed in a brand new, purpose-built building. It is the brainchild of world renowned vintage VW enthusiasts, Traugott and Christian Grundmann, who have the largest collection of Rometsch vehicles and historically important artefacts in the world, having saved the entire contents of the Rometsch company premises based in the former East Berlin after the unification of Germany.

The museum is a fitting tribute to the company that created the most beautiful VW-based vehicles of all time and we cannot recommend a visit enough. Better still, you could combine a visit with a trip to the Hessisch Oldendorf vintage VW meeting, also hosted by the Grundmanns.

For more information on Hessisch, see www.uraltkaefer.de. By the time you read this, the museum website should also be up and running at this address

You want to see rare coachbuilt VWs? Go see the Grundmann's new museum in Hessisch Oldendorf

# Right on?

Which would you choose? Before you answer that, consider how much welding you have done, or had done, on VWs over the years

## Do the terms 'UK market' and 'RHD' fill you with excitement, or dread?

The subject of this month's column is one I have been thinking about for quite some time now, but I was spurred into action by a passing comment made by a friend recently when we were discussing the ongoing restoration of a very poorly Porsche 356. Said friend mentioned that one of the pre-eminent 356 specialists in this country will "no longer touch right-hand drive cars." That is to say, they won't take on the restoration of one. The reason being they are, almost without exception, horror stories, each chapter of which gets steadily worse the further into the bodywork side of the project you get. Presumably, at least as far as they're concerned, there's no need to go through the time, expense and pain of resurrecting a rusty old shitter when you can start with a better one.

The point of this column, though, is the right-hand drive bit. With the exception of one very good friend who insists on RHD for all his cars, I don't know anyone into classic cars that is bothered about which side the steering wheel is on, yet I'm seeing more and more car adverts these days extolling the fact that this car or that is an original UK market, RHD car. I'll concede a Dagenham-built 1931 Ford Model A, for example, has a certain cachet over the far more common Dearborn-built versions. Though perhaps only to a handful of people in the world. And only really because they made so few of them (five to be precise).

When it comes to Volkswagens, however, while it's true a right-hand-drive, UK-market Oval is far less common than a left-hand-drive one, does that really have any bearing on its value? Or should I say, would *you* pay more for it than you would for an equivalent left-hand-drive version? I wouldn't, partly because I wouldn't trust it not to have rust, even if it's just in places I can't see, but more because it doesn't make it a better, or more desirable car to me. I actually prefer the slight quirkiness of driving left-hand-drive classics. It just adds to the more special feeling you get when you're behind the wheel of something other than your boring daily.

> "My current fleet operates on a ratio of 4:1"

**What do you think?**

Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

I haven't added them up, but I'm pretty sure I've owned more left hookers over the years than I have rights, and my current fleet operates on a ratio of 4:1. Between all of us here on the mag, that ratio rises to 9:3 in favour of left footers. In fact, if you discount our daily drivers, every classic we own between us is of non-UK spec persuasion.

### Added bonus?

In my experience, some girlfriends / wives / partners may not wish to drive left-hand drive cars (I don't, but you may consider that a bonus in its own right!), and I once had a sale fall through because the young lad's father didn't want his son buying a left-hand-drive car, but that's the only time it's ever been an issue. People often say things like, 'But you can't overtake, can you?' or 'What do you do at car park barriers?' and 'Isn't it more expensive to insure?' Such questions are usually born of never having actually owned or driven a left-hand drive car. At worst, you might have to get out to take a ticket from a machine, but I've never had a problem with overtaking, and the various classic car insurance policies I've used over the years seem nonplussed by the position of the tiller.

The one example I will concede does make life difficult on a day-to-day basis is a LHD Panel Van, where visibility is non-existent in situations such as pulling onto a motorway from a slip road. Otherwise, if you're equipped with eyes, and a certain level of road awareness, you shouldn't have a problem.

The way I see it, the pros far outweigh the cons. Rust being the single biggest con of all. I'm as sceptical as the next natural-born cynic about all these supposedly 'rust-free' / 'dry-state' Buses that don't need any welding whatsoever, but I've enough experience of imported and home market VWs to know there's more chance of buying a good'un out of America or Scandinavia than there is of finding one in the UK. And for my money, the minor inconvenience I have to endure the odd time I might choose to park in a car park with a ticket barrier pales into insignificance alongside not having to weld the car up for the MoT every year or, worse still, take it off the road for restoration.

And on the subject of restoration, I'll come back to the Porsche mentioned at the beginning. To all intents and purposes, that car is going to end up a hand-crafted facsimile of the original RHD, UK market car it started as, reconstructed – albeit very nicely – from modern panels and hand formed bits of metal. Add in a full running gear restoration and the inevitable replacement of parts that involves, a new interior and fresh paint and you have to ask which bit of it is original RHD, UK market anyway? The same can be said for some of these early Split Buses people are buying these days and then recreating from aftermarket panels. So the (invariably new) steering wheel is on the right, so what? Personally, I'd rather have a solid car with its panels fitted at the factory and its original steering wheel on the left, wouldn't you? ■

VWPRO 32
www.brickfieldvw.com
PLEASE DO NOT START TO BURNOUT OR MOVE TOWARDS THE START LINE UNTIL INSTRUCTED BY THE STARTER
CLASSIC AMERICAN
www.shakes

Phil Norman of Brickfield VW, has been campaigning his flamed pick-up Bug for years with great success. It honks on!

# Volkslife

## Cars first, music second at Shakey

**Words and photos** Julian Hunt

Heralded as a refreshing newcomer to a show season that's already fit to bursting with events, both here in the UK and in Europe, Volkslife's pre-event sales pitch promised to put the cars first and the music second.

Hosted by the good people at Shakespeare County Raceway, the outcome was a drag strip-focussed event with a charity cruise for the nearby Shakespeare Hospice and a lovely little smattering of show 'n' shine on the side. As ever with a newcomer, it's tough to differentiate one's self from the well established shows out there who can trade on their heritage and name alone, but this promising new venture looks certain to be hit with those more about the go than the show.

From what we've been told, numbers through the gate were a little down on those expected, but beautiful weather and a thriving party vibe on site meant we had a belting time. It definitely showed promise, with much more to give.

death trap dubs

Death Trap Dub it may be, but it doubles up as the perfect show party Bus

That's going to smart! The off road boys don't mess around. Go hard… then go home!

Big turbo'd Scooby motor in this Double Cab means massive burnouts and quick quarter mile times, with the ability to drive it home at sensible motorway cruising speeds when the weekend's over

Surely this isn't going to end well either? Home-brewed rail looks like a lot of fun

Let us know about your VW event or club – email volksworld@timeinc.com

Lightweight Buggy, turbo motor, big rubber and a massive pair of *cojones* equals wheels-up action all day long

'59 ragtop on Fuchs looked sweet sitting in the camping field

Wolfsburg Performance Services' Ian Clark's Fiat 850 Spider packs an IDA-equipped Type 1 motor, and boy is it a handful off the line!

Sensibly lowered Ghia on EMPI 5-spokes is the perfect sunny day cruiser

Status beard wheel polishing! This big window Resto Cal sat well and looked super cool

Nice to see No Compromise at the track. This racecar is as much show as it is go

Signwritten ratty Panel looked the part with surf boards and a slammed Radio Flyer on the roof

magazines direct.com

The perfect Christmas gift from £17.99

VOLKS WORLD
Flying the late model flag
'64 SQUAREBACK
THE BEAST OF VIENNA
PLUS

Save up to 36%

Subscribe online at
magazinesdirect.com/CNC5

0330 333 4555 Quote code: CNC5
7 days a week from 8am to 9pm (UK time)

Offer open to new subscribers only. Final closing date for all orders is 2nd February 2016. For full terms and conditions please visit **www.magazinesdirect.com/terms.**

## The team

**EDITORIAL** 020 8726 8353
volksworld@timeinc.com
**GROUP EDITOR:** James Peene
**GROUP ART EDITOR:** Steve Gosling
**FEATURES / SUB EDITOR:** Mike Pye
**EDITORIAL ASSISTANTS:** Elizabeth Spence, Nicky McKirdy

**CONTRIBUTORS:** Richard Gunn, Cathal O'Toole, Ivan McCutcheon, Paul Bussey, Steve Parsons, Paul Cowland, James Wallace, thru-a-lupe photographic, Dan Pullen, Michael Whitestone, Julian Hunt

**PUBLISHING**
**MARKETING MANAGER:** Adrian Vaughan
**MARKETING ASSISTANT:** Oliver Vaughan
**PRODUCTION MANAGER:** Tom Jennings
**PUBLISHING DIRECTOR:** Alex Robb
**GROUP EDITOR:** Garry Coward-Williams
**MANAGING DIRECTOR:** Oswin Grady

**SUBS MARKETING MANAGER:** Rebecca Blighton

**ADVERTISING**
**AD MANAGER:** Ben Foster
ben.foster@timeinc.com 020 8726 8336
**AD PRODUCTION:** Scott Jenkins
scott.jenkins@timeinc.com

*VolksWorld*, Time Inc (UK), Leon House, 233 High Street, Croydon CR9 1HZ Tel: 020 8726 8354. Fax: 020 8726 8399
Email: volksworld@timeinc.com Website: www.volksworld.com

*VolksWorld* is a Time Inc (UK) publication. © 2015 Time Inc (UK), all rights reserved. Reproduction in whole or in part is forbidden, save with the permission, in writing, of the publishers. *VolksWorld* is published every 4 weeks 13 times a year
Printed by Polestar (Colchester) Newcomen Way, Severall Industrial Estate, Colchester. Distribution by Marketforce UK Ltd, 4th Floor, Blue Fin Building, 110 Southwark Street, London SE1 0SU. Tel: 020 3148 3333.

**Subscriptions:** Call 0330 333 4555, email magazinesdirect@quadrantsubs.com, write to VolksWorld Subscriptions, FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Lyd, Rockwood House, 9-16 Perrymount Road,Haywards Heath, RH16 3DH, UK, or visit magazinedirect.com for great deals. One year 13 includes P&P – UK £56.60; Europe and Eire: €110.71; USA $136.72; Rest of world £87.68. Overseas queries call +44 (0) 330 3330 233. Back issues 01733 385170 (24 hours)

*VolksWorld* welcomes letters and technical queries. However, we do not undertake to publish or reply to every letter we receive. We reserve the right to edit letters that we do publish, although the views expressed therein are not necessarily those of the magazine nor of Time Inc (UK). *VolksWorld* cannot accept responsibility for any unsolicited manuscripts or photographs.

**ISSN number 0954-0164**

recycle

PROFESSIONAL MACHINE SHOP SERVICES

CB PERFORMANCE ORIGINAL PRODUCTS SINCE 1959!

Raised Roof Surface

Filled in behind #3

Raised Deck Surface

Grooved Cam Plug

Exclusive CB Logo

#1156 White Rhino Aluminum Super Case (94 Bore)

#1289 5.400" Super Race Rods

#1303 Forged Flywheel

#1105 69mm 4140 CW Crank

#1400 Pro-Series Straight Cut Cam Gears shown with #2242 Eagle Cam

210 CFM

#1422/1423 044 Super Pro CNC Heads (44 x 37.5) 92/94 bore

264 CFM

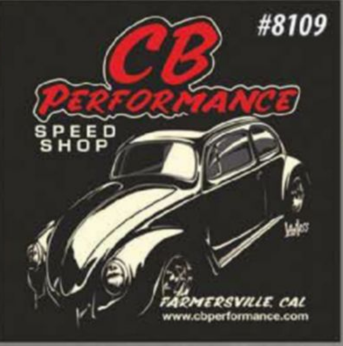
#1429 CNC Ported Competition Eliminator Heads - Complete (48 x 40) 94 bore

199 CFM

#1543 CNC Ported Street Eliminator Heads (42 x 37.5) 94 bore

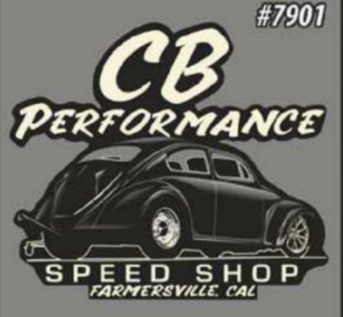
CB SPEED SHOP T-SHIRTS

AVAILABLE IN SIZES SMALL THRU XXL



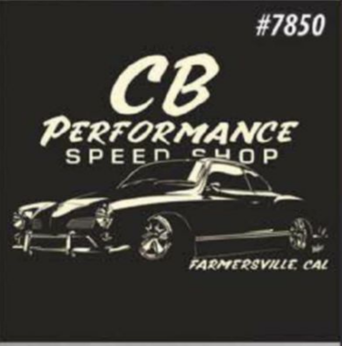
#8109

CB PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL
www.cbperformance.com



#7901

CB PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL



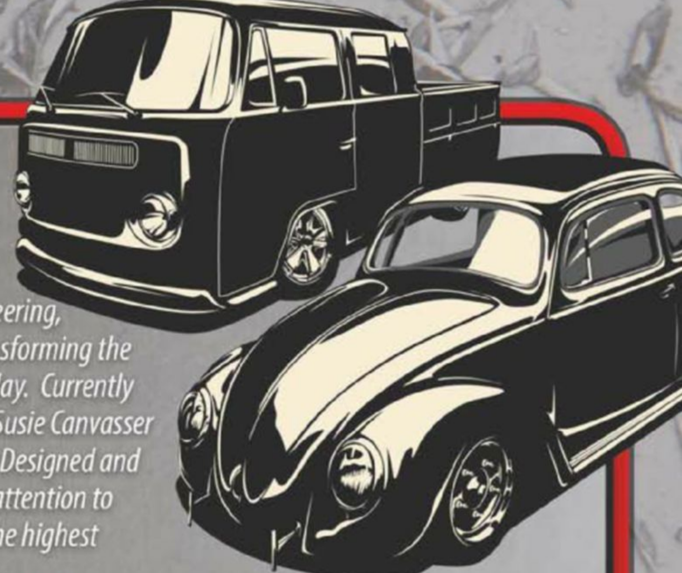
#7850

CB PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL

Check out some of our European Distributors:

Aircooled.fi - BBT - Cool Air - CSP - Dalhems - Hoffmann Speedster - Limebug
Slide Performance - Speed Shop France - Technic Diffusion - VW Heritage
E-mail info@cbperformance.com for a dealer near you.

# CB PERFORMANCE SPEED SHOP



*__CB Performance__, AKA Claude's Buggies, was founded by Claude Tomlinson as a small Volkswagen service and repair garage in Farmersville, California, back in 1959. With a career in Aerospace Engineering, Claude's son Bob joined __CB__ in the mid 60's and was instrumental in transforming the company into the innovative world-wide parts distributor you know today. Currently a 3rd generation business with Bob's son Rick Tomlinson and daughter Susie Canvasser at the wheel, __CB__ remains on the Cutting Edge for __ORIGINAL__ "In-House" Designed and Engineered Products, with many being manufactured in the USA. With attention to detail, and __Quality Over Quantity__, CB Performance strives to deliver the highest quality performance products available!*

**ORDER YOURS TODAY!**

CB PERFORMANCE GEN 4 EFI

**Our all new 4th Gen EFI is packed with all the features you've been asking for!**

**#7075**
**CB's Gen4 EFI System**

**YOUR CHOICE OF 4 COLORS** ⬛ 🟦 ⬜ 🟥

**#2010**
**Magnaspark II™**
**Premium Ready-to-run Kit**

**TAME YOUR TIMING!**

CB Performance
BLACK BOX

**#2013**
**CB's Black Box Programmable Timing Control Module**

CB Performance
SPEED SHOP

**#1694**
**CB Speed Shop Billet Valve Covers**
**Black Anodized (set of 2)**

**REVISED FOR INCREASED STRENGTH!**

DUAL SNAP RINGS

**#1537/1538**
**28mm Ultralight Lifters / 30mm Lightweight Racing Lifters (set of 8)**

**BILLET VELOCITY STACKS AVAILABLE**

**ORIGINAL WEBER Carburetors**

**#6418**
**Weber Carbs - Dual 48 IDA Kit fits Type-1 Dual Port**

**NEW!** **#7952**

CB
PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL

**NEW!** **#7958**

CB
PERFORMANCE
SPEED SHOP
FARMERSVILLE, CAL

**4000+ PRODUCTS**

**FAST SHIPPING!**

**TOLL-FREE SUPPORT!**

**HATS**

CB PERFORMANCE SPEED SHOP
CB PERFORMANCE SPEED SHOP

**#7970**

**#7974**

cbperformance.com

**CB PERFORMANCE**
HIGH PERFORMANCE RACING PRODUCTS

559-733-8222
1-800-274-8337

# PRODUCTS

Selling a new product? email volksworld@timeinc.com

## Early Bay front arch

**From:** **www.customandcommercial.com**
**Price:** **£224.99**

Got a '68-'71 (Early) Bay with crusty front wheelarches? Who hasn't, right? For years, the only replacements available were poor quality pattern parts, but the guys at Custom & Commercial are now offering what they describe as "a top quality complete front wheelarch made on a brand new pressing from OEM gauge steel." Sounds good to us. At the time of going to press they were offering a 10% discount, so snap yours up while that still applies

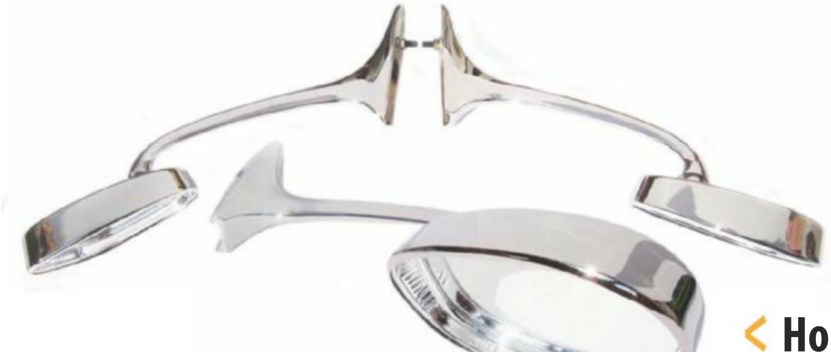
VOLKS WORLD
READER OFFER

## *Remember those great Volkswagen ads?*

**From:** **www.greatvwads.com** **Price:** **£20 + p&p**

This book By Alfredo Marcantonio, David Abbott and John O'Driscoll Price is a sheer, unmitigated joy from cover to cover. With previous editions long out of print and very sought after, this updated fifth edition is most welcome. For your cash, you get an object lesson in how to sell cars the Volkswagen way, spread over 500 adverts and over 360 pages. Better still, we've arranged a special offer price of just £20 for UK readers with a Paypal account. Fire £20, plus £6.50 to cover postage, to sales@greatvwads.com. If you ask, Alfredo, who was on the marketing team in its heyday, will sign it for you

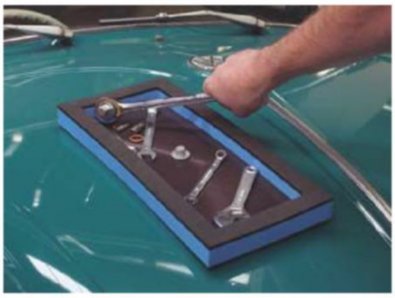
LIFE
Lemon.
"Remember those great Volkswagen ads?"
MERRELL



## Hooded swan necks

**From:** **www.aircooledaccessories.com** **Price:** **£130 (pair)**

For some, hooded swan neck mirrors are the Holy Grail of VW accessories. Originals are very hard to find these days, and big bucks if you do. But fear not, Aircooled Accessories are not only reproducing them, they've improved on the originals a little by changing the deep white plastic inserts to chrome. They fit over the fat side trim of an early Beetle and no drilling is required as they mount through the stock trim hole at the front. Non-hooded versions are also available for £100 the pair



## Magnetic parts tray

**From:** **www.lasertools.com**
**Price:** **£21.31**

If you spend as much time searching around on the ground for your spanners as you do working on your car, a magnetic parts tray is a good idea. This one is made from soft closed-cell EVA foam so won't fall off and won't scratch your paintwork. It measures 400 x 180 x 32mm so will hold several spanners, sockets and small parts easily

## Westy travel blanket

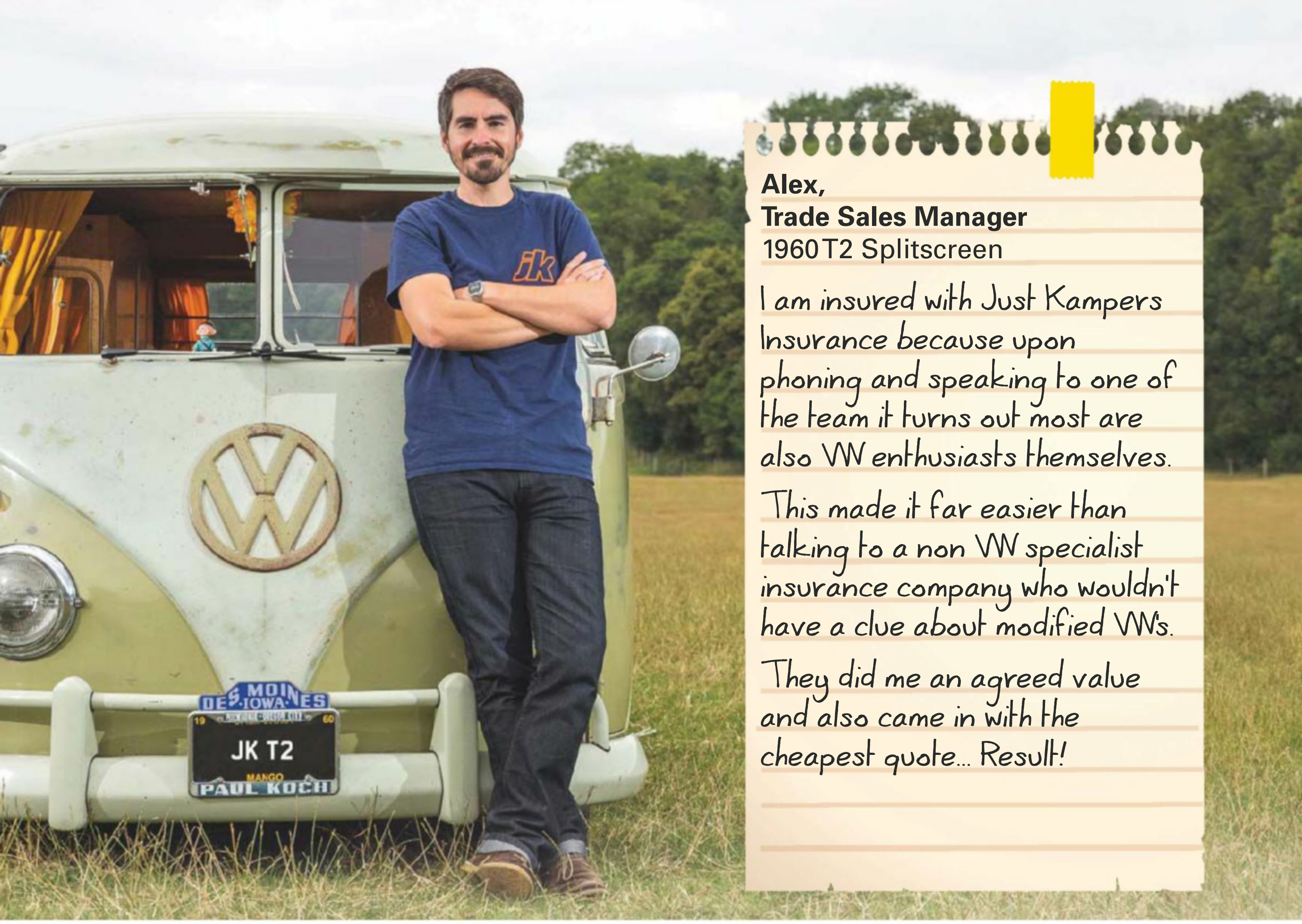
**From:** **www.autoregalia.co.uk**
**Price:** **£35**

How's this for a cool gift for the Camper lover in your life? They're an officially licenced by VW picnic blanket that apes the material used in 1970's Westfalias. Made from tough canvas and with a waterproof backing, they measure 147 x 118cms and fold neatly into a handy carrying pouch

# Quality Motor Insurance from a name you can trust...

At Just Kampers we pride ourselves on offering our customers the best service on quality products at the best prices.

And our vehicle insurance is no different, with first class service and prices so low whichever vehicle you own that **if you can find a better price we'll give you £20!***



**Alex,**
**Trade Sales Manager**
1960 T2 Splitscreen

I am insured with Just Kampers Insurance because upon phoning and speaking to one of the team it turns out most are also VW enthusiasts themselves.

This made it far easier than talking to a non VW specialist insurance company who wouldn't have a clue about modified VWs.

They did me an agreed value and also came in with the cheapest quote... Result!

We insure **ALL MAKES** not just VW Campers and Beetles...Go online for a **60 second quote** or call our team on **0845 1256257**

**www.justkampersinsurance.com**

*£20 supplied as Just Kampers gift card. Price promise may not be equivalent policy terms of the other quote. Proof of the alternative quote may be required. Subject to status and underwriters acceptance. Just Kampers Insurance Services is a trademark used by us, HIC. Herts Insurance Consultants Ltd is regulated by the Financial Conduct Authority No 309073.
Cover is subject to policy selection, status and terms and conditions.

justkampers.com
Gift Card
jk

# Letter of the month

## Because it's fun, fun, fun!

### Martin Hennessy, via email

Dear *VolksWorld*, I'm writing (for the first time ever in response to a magazine article) in response to Mike Pye's article on the Barndoor and why most owners of these wonderful old vehicles have to modify them?

Because it's fun to do so! Like so many of your readers, I own an old VW (Early Bay Westy), which the same money at the time of purchase would have got me a pristine Type 25 or a very nice T4, both in my opinion "better" vehicles, but no, I spent our hard-earned cash on a wandering (steering box), scary at times (drum brakes), slow (1.6 single port), draughty old bone shaker (lowered) because: A) We love him (he's called Bernard) and B) Because it's fun, fun, fun! Also he has a little brother called 'Bernard two' that I built for the *Camper&Bus* Show soapbox race (lovely speed shot by the way). Guess what? Yes, that's right, just for fun!

It's not rational what we do. How many people do you know (I'm talking to the reader now) who think you're a bit mad? But when you've come back from a drive, or a weekend camping next to your beloved old Beetle, Type 3 etc. or spent two nights in a draughty old Commercial they can see why you're so into the old, sometimes hard to live with, VDubs on your face.

Brilliant magazines by the way, with just the right amount of original and modified VDubs.

***Thanks for your email Martin, but I think you've misunderstood the point I was trying to make about Barndoors. People aren't buying them for the fun of modifying them, they're buying them because they're the earliest available versions of the Type 2, and the cachet that brings. And they're paying eye-watering sums of money for that kudos, then finding out they have to modify them because they're diabolical to drive. Oh, and believe me, no one is more aware of the irrationality of what we do than me, who has polished nuts and bolts even I can't see and spent years of my life building a car I have never driven! – MP***

## Insurance recommendation

### Luke Tobin, Dorset

Hi *VolksWorld*, I have just read your letter in the October 2015 issue on the cripplingly high insurance us young drivers have to pay to drive our much loved classics. I insured my Beetle at 17 as a provisional licence holder with Adrian Flux, on a limited mile policy for £1,600 with my mum as my named driver. Not bad considering it's running a 1641cc with twin Weber 34ICTs and is lowered two splines at the rear! I'm now fast approaching my 20th birthday, and have got a quote for £360 for next year, which will be my third year as a fully insured driver (falling dramatically from £1,100 last year). The car will be going into storage for the next three years as I'm off to Cardiff University to study physiotherapy, but it'll be back in my sights for a decent post-graduation resto. I can't wait! I would really recommend Adrian Flux to any classic car owner. I hope this gives some inspiration to other young Beetle owners, although I have had to do many many lifeguard hours at the local leisure centre to keep it on the road! Happy Dubbing.

## Go guy!

### Max Goodesmith, via email

Hi *VolksWorld*, I was reading the article by Anthony Tinkle in the October issue called 'Insurance woes', and wanted to share that I am 17 and drive a 1970 1300 VW Beetle. My insurance cost £796 for my first year. All I did was use comparison sites and had many quotes around that figure. I had myself as the owner and main driver, my mum and dad as named drivers and 6,000 miles annual use. The company I went with was called 'Go girl' and, as embarrassing as that is for a 17-year-old guy, frankly I don't care 'cause it's cheap. I thought I would share that because I don't know many 17-year-olds with cheaper insurance.

***Hi guys, thanks for emailing in. We have to say we're surprised. Our young driver, Ollie (from the Living with... series), looked into this in great detail, and on a provisional licence with a named driver sitting next to him when driving, could not find a quote below £900. The bigger problem was the policy rocketed up when he passed his test and was allowed to drive on his own. Maybe he needs to look again? – JP***

## Looming issues

### Sven Poelmans, via email

Hi, I am struggling to figure out which wiring loom set to get to clean up and restore the electrical system on my 1974 1303S. I wish to have all the wires including from the fuse box to the engine, tail lights and front lights, so a complete set if possible. My car was built somewhere between August 1973 and December 1973. It's confusing because it is a 1974 model, but has some 1973 model parts. For example, the steering shaft has the larger 27mm nut, instead of the smaller 24mm one found on 1974 models (I found that one out the hard way when I ordered a custom built steering wheel with boss kit, only to find out the boss didn't fit). To come back to my question, how can I determine if I need a wiring set from a 1973 or 1974 model?

Attached are some pictures of the car. It has a basic look at the moment, but is going to be changed to more of a Cal Look. I ordered a full CSP brake kit, front and rear, upgraded anti-roll bars, Cosmic-style wheels (5 x 130) and a custom dash with new switches and gauges. The list keeps on getting longer and longer!

Thank you for your help and keeping the spirit alive through your magazine. Oh, and can you maybe give me a tip for fixing my exhaust issue. I have a Vintage Speed exhaust rubbing against the rear apron.

***First things first Sven, we can't see there is much you can do about the exhaust issue without modifying your valance to suit the exhaust. Sorry. As for the wiring loom, give VW Looms a call (tel. 07547 272783 / www.vwlooms.com) they know their onions and we're pretty sure will be able to help you in your quest. – MP***

**C&C**

www.customandcommercial.com

Suppliers of VW parts for your Beetle, Split, Bay, Ghia, T25, T3 and T4

# BLACK FRIDAY

## WEEKEND Sale

## UPTO 50% OFF*

*Offer runs 9am Friday 27th – 9am Monday 30th November, exclusions apply see website for details, online orders only

German quality range includes repair panels, interior parts, window parts through to lights and lenses. Tried and tested for durability, fit and quality – Quality parts you can trust.

GERMAN quality range

SM4554

Smiths Tacho 6000rpm OE style grey face T2 68-71

Genuine VW complete handle set working on one key – Used 61-63

S29914

S29121 German VW early bay dash speedo pod complete RHD

S88340

Genuine speedo unit with clear needle 70 mph complete Rebuilt 6/55-6/59

T99201

German quality complete front wheel arch skin Right 80-91

S74388

SOLO complete rear straight axle kit for splitscreen bus 55-97

Vintage speed Type 4 Baywindow Bus hidden tail pipe super flow muffler

V00088

Empi Raider wheel matt black 5x205

E03164

S72991

German quality internal door release surrounds 68-72

S27719

German quality deluxe dash grab handle ivory with polished ends 55-67

S70375

German quality complete chrome internal door release handle and surround Left 68-72

vewib · EMPI · Ate Classic · BERU · elring · LUK · febi bilstein · BOSCH · HELLA · VDO Performance instruments · CSP PRODUCTS

FREE DELIVERY

Tel: 01372 452622 / 01372 458604

MasterCard · VISA · VISA DEBIT · VISA ELECTRON

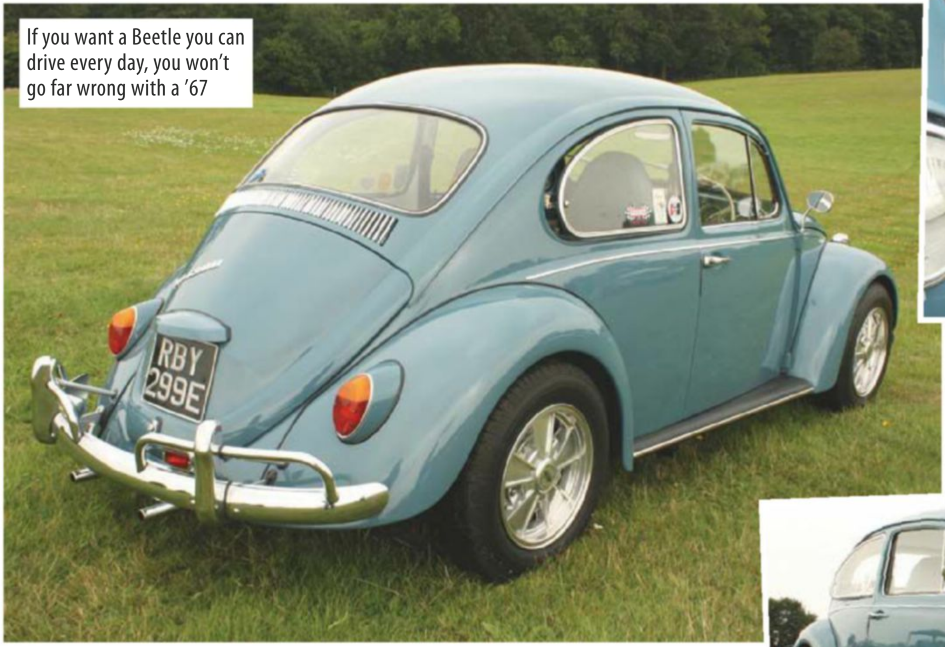
www.customandcommercial.com

www.customandcommercial.com

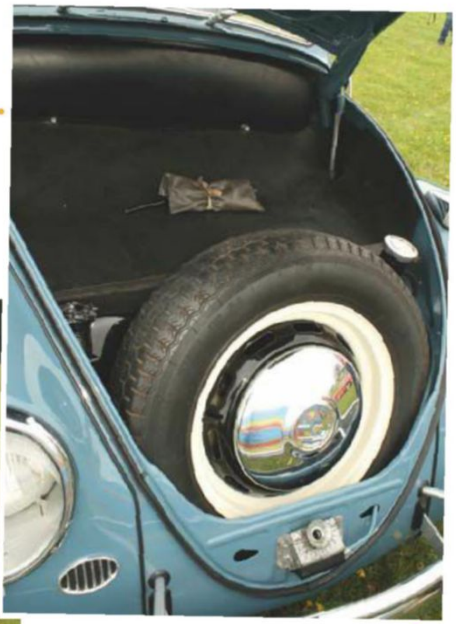
JOIN US ON FACEBOOK

Unit 11, Bookham Industrial Estate, Church Road, Great Bookham, Surrey, KT23 3EU

# Car of the month

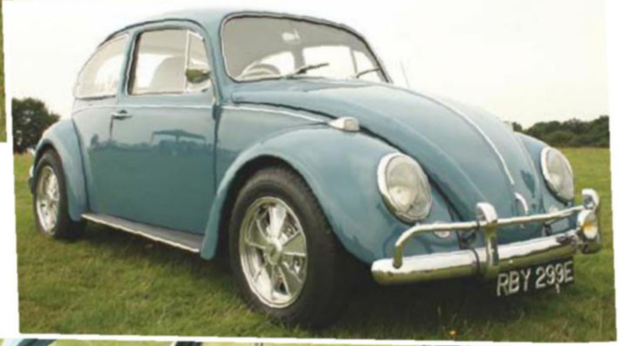


If you want a Beetle you can drive every day, you won't go far wrong with a '67



5-bolt steel spare shows what this car would have come with from the factory

Polished BRM-alikes, towel rail bumpers and clear front indicator lenses. Bling it on!



## Robert Latham, 1967 Beetle

Prior to its restoration, Robert Latham's '67 Beetle was a complete wreck, originally finished in Java Green. The restoration work was completed by Robert and his father, Ken, and included new floorpans, heater channels, rear quarters and repairs to the rear valance, as new old stock '67 ones are like hen's teeth. The bonnet had been jumped on, so that too needed repairing, and a set of Day Mouldings glass fibre wings were introduced into the mix as well. Rather than stick with the original Java Green, Robert chose to have the car painted in Gulf Blue as he preferred it, and fitted US-specification towel rail bumpers and polished repro BRMs to add a bit of 'bling'.

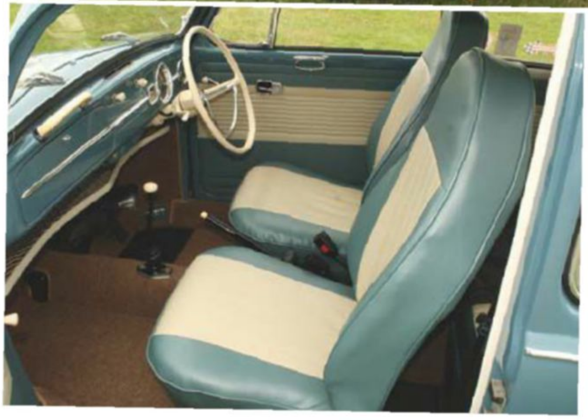
> "The transformation from wreck to highly personalised Beetle took around three years"

The interior has also undergone a major makeover and has been fitted with highback seat backs from a 1973 American-spec Beetle, which have been welded to the bottom half of the original 1967 lowback seats. These have been treated to TMI cream and blue seat covers, which perfectly complement the exterior paintwork. There's also new matching door cards and a TMI carpet set. For ICE, there's an Alpine head unit, which has been neatly concealed out of sight in the glove box.

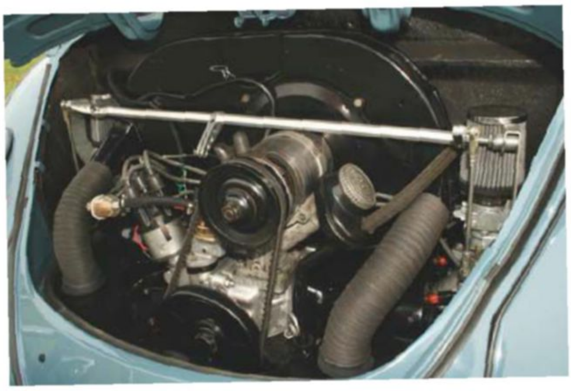
Though the car started life as a 1300, the engine is now an H-series 1500, fitted with twin EMPI 34EPC carbs, and is coupled to a stock 1500 gearbox.

What you can't see from the pictures here is that the wheels on one side currently have painted inserts in the spokes, while the other side have been left in their as-bought finish, Robert is still contemplating which finish he prefers.

The transformation from wreck to highly personalised Beetle took around three years, and the result is a real head turner that attracts attention wherever Robert goes in it.



TMI seat covers and door panels are a good match to the car's exterior paint. Note the seats have US-spec high backs



The good old H-series 1500, our favourite VW engine of all time

Freak or unique? VW's only air-cooled four door

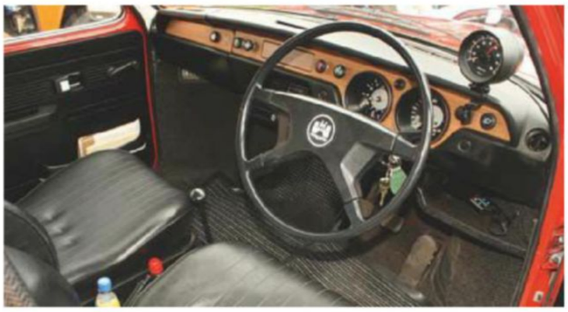
## David Hill, 1974 412 LS

David Hill's 412 LS represents one of the very last of the Type 4s to be produced, and nowadays makes for an extremely rare sight. "The reason I particularly wanted a 412 LS was because it's a four-door saloon and represents the sole four-door model Volkswagen ever designed and built with a rear-mounted, air-cooled engine, which makes it quite unique," explains David. "I believe there are only about three such 412 saloons registered in the UK that are on the road at the moment.

"I've owned mine for about two years, and stumbled across it being advertised for sale on eBay," continues David. "The story goes, and I don't know if it's totally correct, but I believe it was sold new to a lady who kept it for most of its early life. These models didn't sell terribly well when new and, although mine was built in late 1973, it wasn't registered until January 1 1975. I rather suspect that a lady wouldn't have gone out specifically to purchase a 412 as Beetles were far more popular, so may have been persuaded to have the 412 at a reduced price? Well, that's my theory! Even now, the car has only clocked up 47,000 miles, which I suspect could well be genuine."

David says the 1800cc engine makes the car quite sprightly and its condition is very sound. The interior of the car is also extremely well preserved. "However, in general the 412 models bodywork did rust terribly, so over the years my car has undergone some restorative work, and will require a little more remedial work in the near future on several panels."

Not only a face only a mother could love, but a backside, too!



That dash-mounted rev counter reminds us of the old Saab 99 turbos

## WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld@timeinc.com. Subject: Readers' rides

For someone who says they were quite happy without a VW, Paul has got it bad

'No brakes' written on the spare wheel cover must raise a smile or two

## Paul Roberts, 1974 Bay Window

"This is my 1974 Westfalia Continental. I have to say I was quite happy without a VW in my life but it was my wife and son's idea for me to get one after they watched a TV show. It's got worse too, because now I also have two Beetles as well!

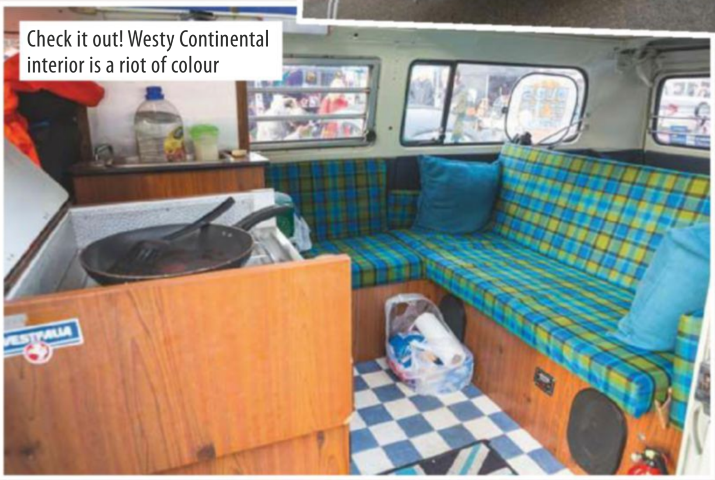
"It's got the original 1600cc motor and I've just finished a full restoration on it. I've had the Bus since 2007, but it didn't always look like this as it was a bit (okay, a lot) rusty so, since I've owned it it has had an engine rebuild and all of the running gear, such as the brakes, shocks, steering etc. refurbished. For the paint, I went with the original VW Pastel White over blue. The interior received new flooring, re-upholstered seats and cushions and a thorough cleaning.

"Where once there was rust, there is now lots of new metal such as the wheelarches, doors as well as so many other rust traps on Bays. I also fitted a new roof and new canvas with matching awning, but at least the glass is original!

"The electrics had seen better days so they were also upgraded and there is a leisure battery fitted and a gas heater.

"I service the Bus every spring in readiness for the summer and plan to travel further afield in the future and to go to plenty of shows."

New pop-top, new canvas, new paint, the list goes on



Check it out! Westy Continental interior is a riot of colour

**SEE OUR NEW PROMOTIONAL VIDEO ON THE WEBSITE ABOUT US PAGE.**

# NoiseKiller

PROFESSIONAL NOISE REDUCTION TECHNOLOGY

Noisekiller Barrier mat used on wheelarch

Noisekiller sound barrier used on rear bulkhead under rear seat

Noisekiller on Rear Load Space

Noisekiller Egg Box on Roof

Noisekiller sound Barrier on floors

Noisekiller Barrier mat on front and rear wheel arches, transmission tunnel, & doors

Noisekiller on Middle Floor

Noisekiller on Front Floor

**Roof kits £150**

**Front and Rear Kits £185**

**Full Kits £300**

## BEETLE KIT CONSISTS OF

- Front wheel Arch • Front and Rear Floors
- Transmission Tunnel • Doors • Rear Sides
- Rear Wheel Arch • Under Rear Seat
- Rear Bulkhead • Parcel Shelf

All for £199 ! plus shipping

**0161 652 7080**

**www.noisekiller.co.uk**

**SEALEY**

# STORAGE & WORKSTATIONS

**Promotion valid 1st July - 31st December 2015**

## 9 Drawer Topchest & 204pc Tool Kit

Ball Bearing Drawer Slides

American PRO

- Overall Size (W x D x H): 600 x 260 x 380mm.
- Package Model No. AP22509BBCOMB
- Total Package List Price £219.95

SAVE 41%
£129.95 Exc. VAT
£155.94 Inc. VAT

## 450mm Heavy-Duty Tool Storage Bag on Wheels

HEAVY DUTY

- Size (W x D x H): 450 x 260 x 420mm.
- Model No. AP512
- List Price £74.95

SAVE 33%
£49.95 Exc. VAT
£59.94 Inc. VAT

## Key Lock Box

- External Size: 100 x 60 x 145mm.
- Internal Size: 85 x 20 x 130mm.
- Model No. SKL1
- List Price £17.95

SAVE 28%
£12.95 Exc. VAT
£15.54 Inc. VAT

## Wall Mounting Tool Cabinet

(Tools not included)

- Wall cabinet manufactured from heavy gauge steel with enamelled powder coated finish.
- Inside are assorted hooks to help organise tools and full width slide drawer.
- External Dimensions: 615 x 195 x 900mm.
- Model No. APW615
- List Price £189.95

SAVE 26%
£139.95 Exc. VAT
£167.94 Inc. VAT

## Retro Tool Chest & Rollcab Combination with Ball Bearing Runners

PREMIER

BUY AS A COMPLETE STACK

- Model No. AP28COMBO2
- Total Package List Price £809.85

SAVE 30%
£569.95 Exc. VAT
£683.94 Inc. VAT

## 24 Compartment Revolving Parts Storage Unit

- Overall Dimensions (W x D x H): 460 x 210 x 220mm.
- Model No. APAS24R
- List Price £46.95

SAVE 36%
£29.95 Exc. VAT
£35.94 Inc. VAT

## 1.5mtr Steel Workbench with 1 Drawer

- Supplied with a single, lockable drawer.
- Size (W x D x H): 1500 x 650 x 860mm.
- Model No. AP1015
- List Price £339.95

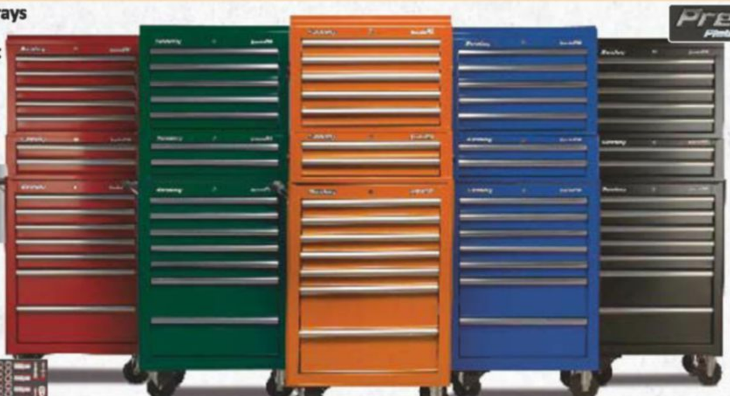
1.5mtr Table Width

SAVE 29%
£239.95 Exc. VAT
£287.94 Inc. VAT

## Tool Chests with Tool Trays 5 Drawer Topchest, 2 Drawer Add-On Chest & 7 Drawer Rollcab Combinations with Tool Kits

Premier Platinum series

**INCLUDES TOOLS WORTH £1829.65**



SuperlinePRO

Ball Bearing Drawer Slides

SAVE 42%

| | Model No. | Overall Size (W x D x H) | List Price | Exc. VAT | Inc. VAT |
|---|---|---|---|---|---|
| 🟥 | TBTPCOMBO1 | 685 x 465 x 1695mm | £2499.95 | £1439.95 | £1727.94 |
| 🟩 | TBTPCOMBO3 | 685 x 465 x 1695mm | £2499.95 | £1439.95 | £1727.94 |
| 🟧 | TBTPCOMBO4 | 685 x 465 x 1695mm | £2499.95 | £1439.95 | £1727.94 |
| 🟦 | TBTPCOMBO5 | 685 x 465 x 1695mm | £2499.95 | £1439.95 | £1727.94 |
| ⬛ | TBTPCOMBO2 | 685 x 465 x 1695mm | £2499.95 | £1439.95 | £1727.94 |

## PICK UP YOUR COPY TODAY

Visit www.sealey.co.uk
OR download the FREE Sealey App today to view and download all current promotions and the latest catalogue on your Smart Phone or Tablet.
Alternatively call us on 01284 757500.

Available on the App Store · android

## OUT NOW

SEALEY
WINTER
PROMOTION

## Find Your Nearest Sealey Stockist Here

Please send me a **FREE** copy of your latest printed catalogue and promotions Ref: VW/SWS15

Name: Mr/Mrs/Miss ........................................
Address: ........................................
Town: ........................................
County: .................... Postcode: ....................
Email: .................... Mobile: ....................

We comply with the requirements of the data protection Act and may use these details to send you information about other promotions from the Sealey Group. We may also share this information about you with third parties where we feel their services will be of interest to you. If you do not wish for your details to be passed on to these third parties, please tick this box. ☐

**SEALEY GROUP,**
**KEMPSON WAY, SUFFOLK BUSINESS PARK,**
**BURY ST EDMUNDS, SUFFOLK. IP32 7AR**
**TEL: 01284 757500**
**E-MAIL: sales@sealey.co.uk**

Follow us...

OFFERS WILL BE WITHDRAWN WHEN STOCK IS SOLD. WE RESERVE THE RIGHT TO CHANGE PRODUCTS AND PRICING AT ANY TIME. PRICES AND SAVINGS EXCLUDE VAT UNLESS STATED OTHERWISE. E&OE

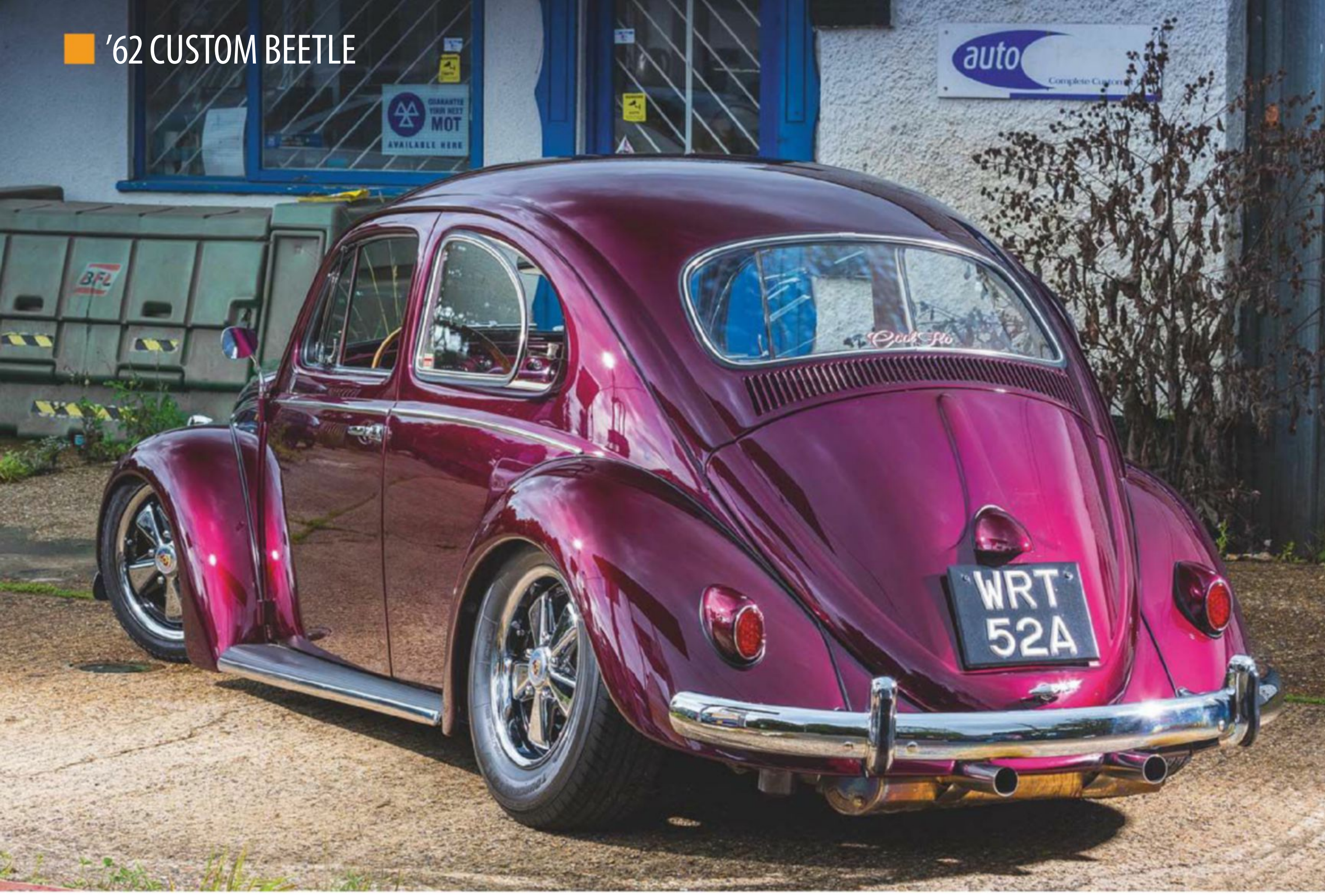
# Howe'zat!

**Building any show car is a bold statement, but by combining classic looks and custom paint, Shaun Howe has knocked this one clean out the park**

**Words** Mike Pye **Photos** Dan Pullen

FANTASTIC NEW
CAR WASH
USING HOT SPRAY SHAMPOO & FOAMS (MULTICOLOURE
AND TURTLE WAXES

SPENC
GARAGE LTD 013
D) - POWER RINS
- GLOSS TU
- BUY TIM



The car's cool, but you want to know what the paint is, right? Well, it's House of Kolor Wild Cherry Kandy over a Zenith Gold Shimrin' base, with Kosmic Show Klear over the top. Groovy baby

Local lady, Kim the Trim, who mostly does wedding dresses, did the trim work and Shaun is over the moon with the end result. Combination of colours really works with the paint

> “Seven coats of gold, five of colour and three of clear”

Last time we left Shaun Howe it was driving off into the sunset in his divine Diamond Green Ghia, its 17-inch AIR Evos glinting in the sun. That was in our Summer 2013 issue. Understandably, that car received plenty of attention, at shows, in magazines and on the street but, as with anything at the top of its game, its lifespan was short. “Realistically, show cars like these have only got a shelf life of a year, tops, so you don't have to put up with all the cleaning and polishing for very long,” says Shaun with a grin.

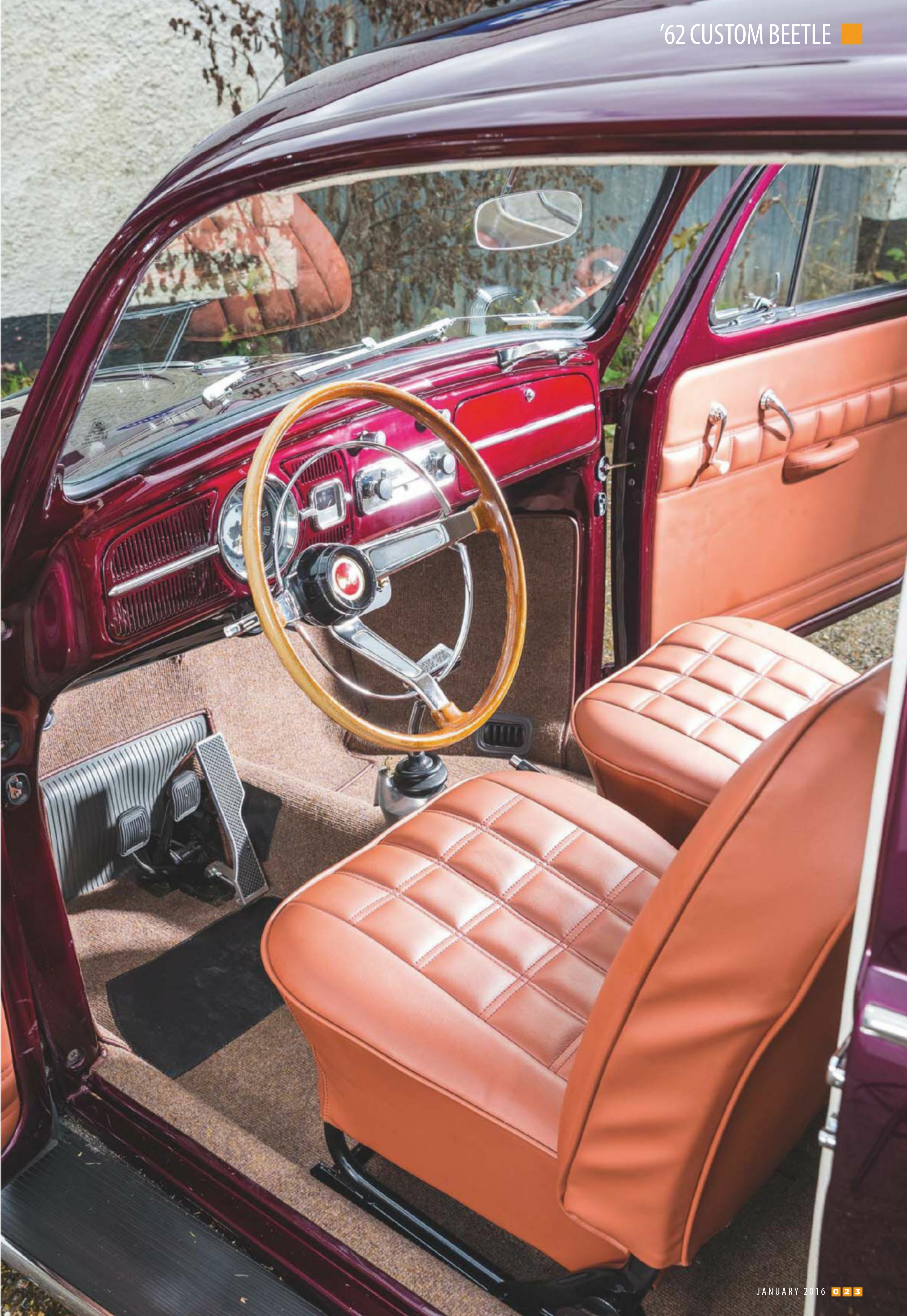
With that in mind, rather than going through the build of the car from the beginning, I thought we'd start by seeing just what goes into keeping a car like this in show condition. Shaun: “It's a big commitment. You've got to put a lot of time and effort in to keep them at their best.” So go on, how much effort? I asked. “After every time it goes out it gets a water wash. Sometimes I take the wheels off and do the wheels and brakes separately, plus up under all the 'arches, then it gets polished and I put a car cover over it whenever it's parked. That's two to four hours work each time. And it gets fully detailed everywhere before it goes to a show, plus it's been back to Spike's for a mop and polish here and there… I know, sad isn't it? If I'm honest, I'm sick of cleaning it now.”

But to fully understand that mentality, you need to fully understand what goes into a paint job like this. Although all the metalwork, prep and primer stages were done at home in Shaun's dad's garage by Shaun and his good friend, Euric Cieslewicz, the car went to Spike's Vintage Restorations in Tolleshunt Major, Essex for the glamour coats. “Let's just say I'm not in any rush to do another one,” laughs proprietor, Andy ‘Spike’ Finch. “Or at least not for what I charged Shaun! But, you know, he's a mate an' all that.” On a Beetle, Spike reckons there's easily £1,500 in materials alone, but it's the labour involved that really ramps up the cost. Here's why: “Choosing the colour was the easy bit,” recalls Spike. “Shaun had an idea of what he wanted, so I did a couple of spray outs for him to take away – one over black, the other over gold. He chose the gold. When the car was all ready to go, we started at 9 o'clock on a Saturday morning, and finished at 5 o'clock in the afternoon. In that time, I put on seven coats of gold, five of colour and three of clear. Then it was flatted the following week, and given a couple more coats of what they [they being House of Kolor] call Show Klear, then it was flatted and polished again after that. Including all the preparation work in between, and Chris' time as well, I reckon there's five full days in the paint.”

## Technicolour dream coat

“The trouble with a colour like this is it changes with every coat you put on, so if you put one more or one less coat of colour on it comes out different, and if you make a mistake, you can't just go back and fix a bit.” In the end, Spike decided to do the doors on the 'shell and the bonnet and decklid separately, plus the small ancillary bits like the light housings, pope's nose, glove box lid etc. “I guess I did alright, as the only things I had to do twice were the rear light housings and the number plate light. I just forgot how many coats of colour I'd put on!”

Though it was clearly a stressful experience for the painter, I figured Shaun had been there all the way through, so asked how he found it. “Yep, I was there, staring at him like a monkey through the window. It was a bit of



a learning curve for everyone, but I knew how much work I'd put in before it even got to Spike's, so I was as worried as him how it was going to look." How did you decided when to stop putting colour coats on? I enquired. "It was a joint decision. It just got to a point where it looked the colour we wanted, but you still didn't really know what it was going to come out like until the clear went on. When he hit it with the clear we knew we'd got it right, but when we pushed it outside and the sun hit it. Wow! That's when we realised we'd got something a bit special."

## Home and away

Since the car has been finished, Shaun has lost count of the number of people who have told him it's too good to drive, or have suggested he doesn't, or can't, drive it, but I'm here to tell you he does, and you'll never see this car on a trailer, at least not out of choice. In fact, he's put between 3 and 4,000 miles on it since its debut at The *VolksWorld* Show last March, including trips to EB-I and Le Bug Show at Spa Francorchamps, both in Belgium, as well as numerous shows closer to home. "I think the trophy tally is up to about 15 now," he says with a grin. "There's certainly too many for the mantelpiece – so the wife tells me – so they have to go out in the garage."

> "For a scene to stay alive it has to progress and change"

Back to the build though, while Shaun is very much one for doing it himself, he acknowledges there are a couple of things you need to pull together a car like this, especially in the sort of timescales he operates in – this one took just 15 months from start to finish. "I'm pretty good at envisaging a car in my mind, and knowing what I need to do to achieve it, but when I start a project I can't leave it alone. You do need your little car crew around you, though, people you can rely on to help out with lifting and stuff when you need it. Dad lent me his workshop to build this one, mum cooks me tea and my wife's quite understanding… I think. Then I've got my mate Mark, he's always there to help out, and Euric did all the panel beating and filler work on this one. You can't do a car like this literally on your own, it's just too much.

## TECH INFO

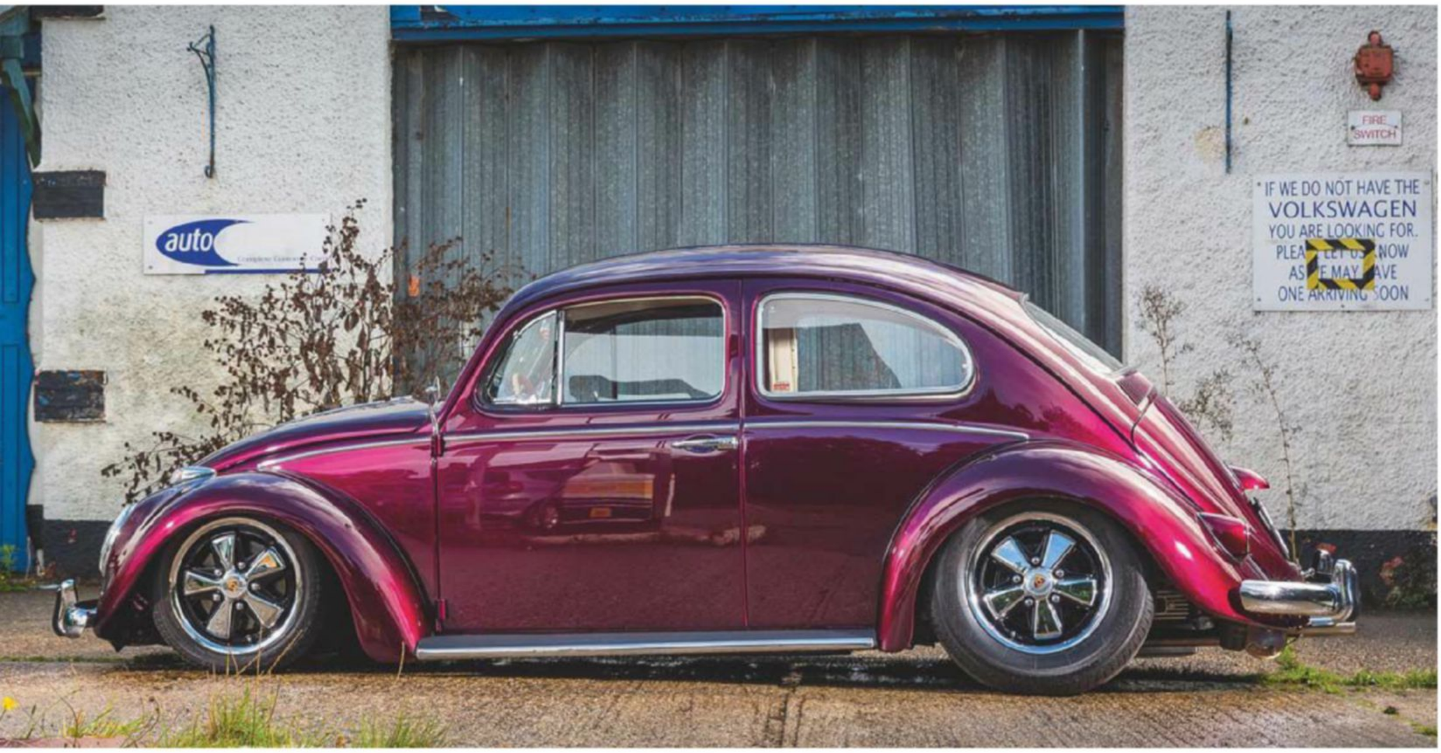
**BODY:** 1962 Beetle; snowflake tail lights; Split side trim; pop-outs; Kochs horn grilles
**INTERIOR:** Re-trimmed in ginger biscuit vinyl; EMPI VDM steering wheel; Berg shifter; Aircooled Accessories turn signal cover
**ENGINE:** 1835cc Type 1; 40 Dells; CSP manifolds; Vintage Speed exhaust
**GEARBOX:** 1600 GT with short axles
**SUSPENSION:** Dogback 4-inch narrowed beam; dropped spindles; Volksproject compressor; Monroe air shocks; Transporterhaus adjustable spring plates; VW discs and drums in Porsche PCD

"The main thing is you need to get a thing going where you've got the parts in place for the next stage before you get to it. You've got to be thinking ahead all the time, so I'd come in from work, have a bit of tea, then do an hour or so on the internet looking for and ordering parts. Then I'd go out to the workshop until 11, 12 or 1 o'clock, though that escalated to five nights a week and both days of the weekend in the weeks running up to *VolksWorld*.

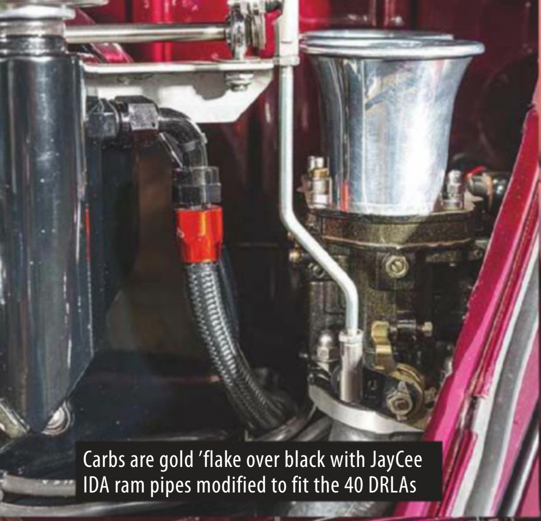
"You do need a bit of a pool of money to be able to do that, but I'm only a windscreen fitter, not one of these big money guys who can just spend big and keep everything. I've got to sell the Ghia, and probably this as well, to do the next one."

One thing's for sure in all this, Shaun doesn't hang about. 2½ hours after he arrived home with the car on the trailer, the body was stripped and off the 'pan. Three weeks later, the 'pan was done. And I don't mean given a quick brush coat of POR-15, I mean stripped, blasted, powder coated and rebuilt with new everything.

Being a Las Vegas import, the car was rock solid, only requiring one small bit of repair welding in the offside front inner wing area. Though the car had had replacement 'pan halves at some point, the only panels Shaun has replaced are two of the wings, everything else is original to the car. Wanting the colour to do the talking, body modifications are restrained, comprising just Hooky's HiPacs in the engine bay sides, pre-May '61 'snowflake' tail lights and Split Beetle side trim – bet you didn't notice that one.

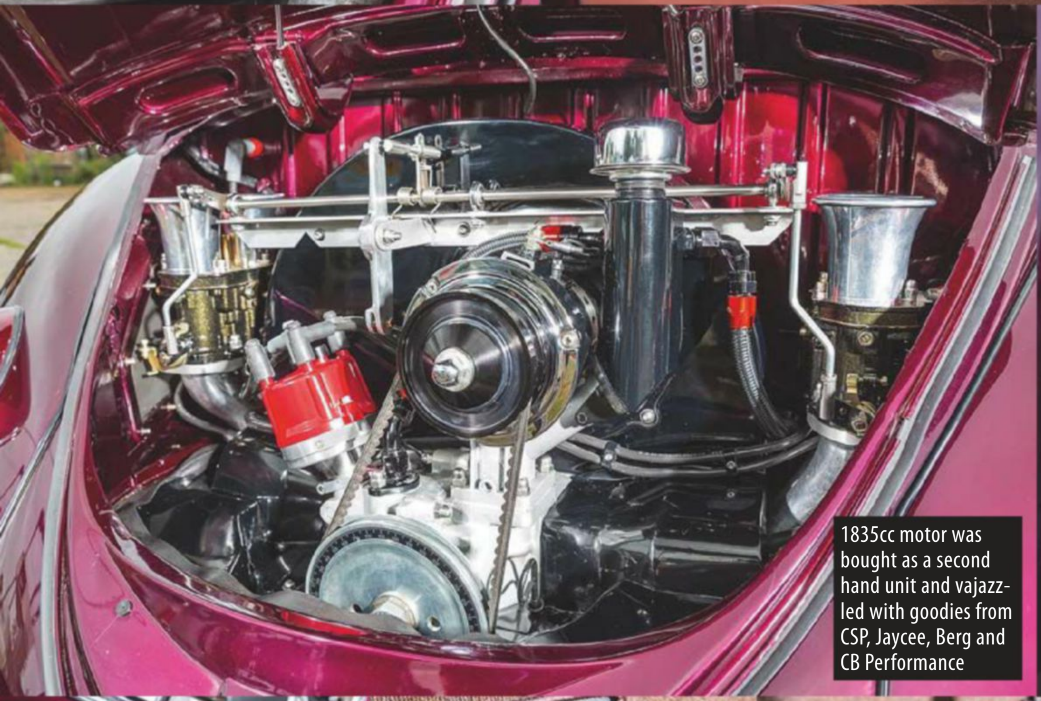


Wheels are 4.5 and 6J Flat4 Fuchs, detailed by Spike, with genuine centre caps. Tyres are 145/60s and 205/70s. Stance is, as they say in America, bitchin'



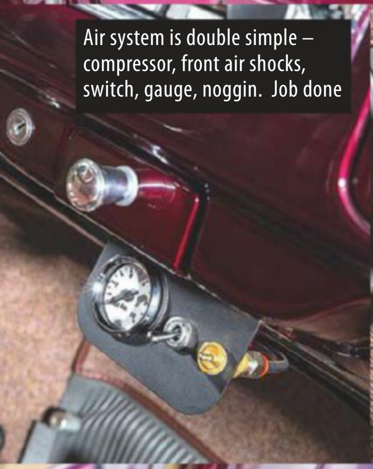
Carbs are gold 'flake over black with JayCee IDA ram pipes modified to fit the 40 DRLAs

Look closely and you'll notice the detail stitching in the trim is burgundy to pick up on the exterior colour

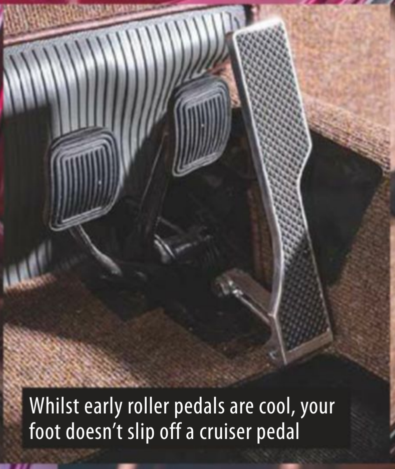


1835cc motor was bought as a second hand unit and vajazzled with goodies from CSP, Jaycee, Berg and CB Performance

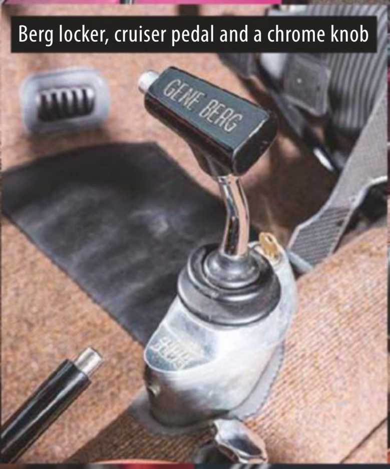
Shaun doesn't like to follow trends, so calls his stitching thin biscuit. We call it ginger biscuit



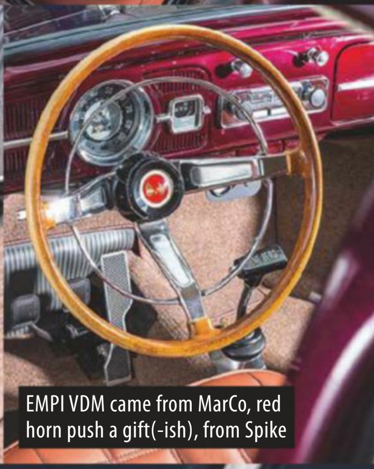
Air system is double simple – compressor, front air shocks, switch, gauge, noggin. Job done



Whilst early roller pedals are cool, your foot doesn't slip off a cruiser pedal

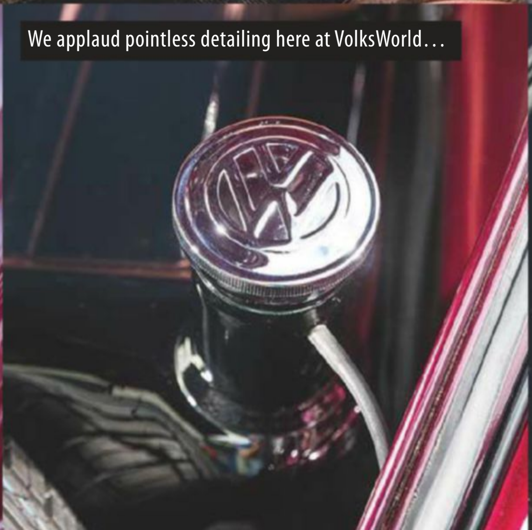


Berg locker, cruiser pedal and a chrome knob

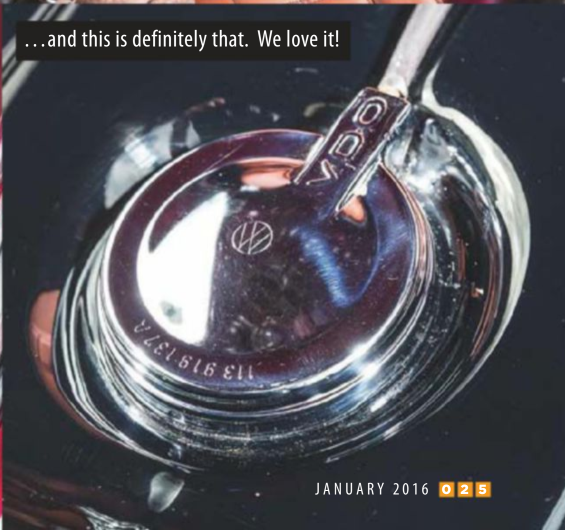


EMPI VDM came from MarCo, red horn push a gift(-ish), from Spike

Yes, it's registered as a '63, but it's a '62. Good to see proper UK plates, too

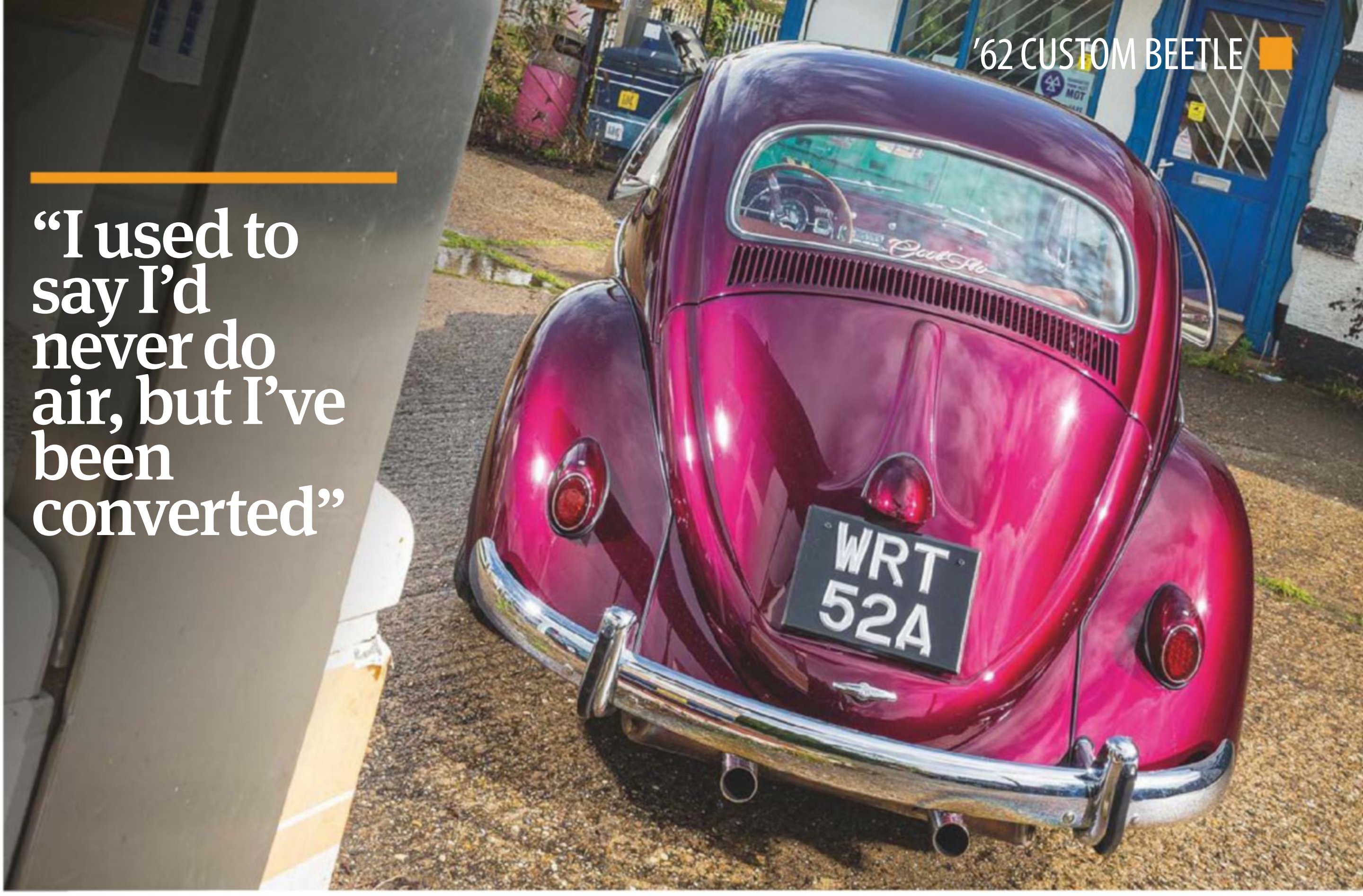


We applaud pointless detailing here at VolksWorld…



…and this is definitely that. We love it!

“I used to say I’d never do air, but I’ve been converted”



^ Vintage Speed exhaust is like a pea shooter on steroids

< This is the level of detail you need to go to to win these days. A tally of 14 or 15 trophies, including four Best of Shows, for the year shows the judges agree

Best of all, when he got it, the car had that sun-baked patina so achingly fashionable these days, along with the cracked rubbers and crackled interior that inevitably goes with it. “We sharply got rid of all that, we don’t do any of that malarkey, as you well know,” laughs Shaun.

In fairness, there was a fleeting moment when he considered not going the whole hog with this car, figuring he had one show car in stock already. “But being friends with Spike, you know...”

There was also the small matter of the dents in the roof and bonnet where, as Shaun put it, “some kiddie had honed their dancing skills on the car, so that took some panel beating to get straight.” To ensure the body was in the best possible state for the new paint, it was blasted by Lloyd Jackson at Deluxe Metalwork in Sudbury, Suffolk, and was then prepped at home with the same attention to detail everywhere. “It’s not running any stone chip, or anything like that. The ’shell was so good I wanted to show off all the original spot welds.”

## Showing off

And showing off is something this car excels at. In a world of beautifully finished Beetles in stock colours, it stands out like the proverbial sore thumb. “I’ve never been one to conform to a certain group,” says Shaun with a glint in his eye. “I build my cars how I want them. If people don’t like them, or choose to criticise, that’s fine, they’re entitled to their opinion.

“A lot of people were a bit reluctant at the start but, as time’s gone on, I think people have appreciated this car more. I definitely think for a scene to stay alive it has to progress and change, and I think this car has had the right impact in the scene. It’s done alright with the trophies too, I’m well chuffed with that.” Clearly, it’s not just in the VW scene it’s made an impact either as, just as we were going to press, Shaun informed me the car had been shortlisted for the 2015 House of Kolor Prestigious Painter award. “If it gets picked it’ll be on next year’s calendar, and it’ll be the first Beetle ever to achieve that,” he says with obvious pride. In light of that, I can’t think of a better way to finish the feature than by quoting Spike: “He does like to attract attention does Shaun, but he didn’t just want to follow a trend to do it.” ■

Thanks: Spike and the boys at Spike’s Vintage Restos, Mark Preston, Euric Cieslewicz, mum and dad, Lloyd Jackson at Deluxe Metalwork, Marco de Waal at MarCo Supplies, Michael Moos for the beam, Kevin at Car Glass and Trim, Kim the Trim and my wife, Jane, for their continued support and understanding.

## BEHIND THE WHEEL

So how does this car compare to your Ghia to drive? I asked. “You get more looks in the Ghia, no doubt about that, but the Beetle is by far the superior drive. The Ghia is a lot lower, it’s got no front shocks, no suspension travel, 17s and low profile tyres, so the odds are stacked against it. I used to say I’d never do air, but I’ve been converted with this car. You really can drive it with your little finger. It’s unbelievable how smooth it is, and because of that you get much more enjoyment out of the drive.

“It’s only got air shocks on the front, and there’s no air tank, so it just works off the compressor. It takes about three or four seconds to pump up, but I just toggle the switch up to a set pressure and I’m away. I set the tracking at that height and, because the back is static, it all seems to work pretty well. I’m not joking, it really does handle like it’s on rails.” ■

# VOLKSWORLD SHOW STUFF

Things to look forward to at the 2016 event

SPONSORED BY

## Show us yours

This month the show car applications have really started to roll in, and we are going to have some truly great vehicles at the 2016 show that you will never have seen before. We are still looking for some previous Best of Show winners for our special 25 years of *VolksWorld* Show line up, and also any old pictures of the show for our 'Back in the day' wall.

We've still got a few spaces left for indoor show vehicles so, if you have one that you would like to display, please let us know as soon as possible.

The free clubs stands have nearly all gone but, if yours would like to take part, contact us now and we may be able to squeeze you in

## Fab '56 Oval from France

The show is going to have a distinct European feel to it in 2016, with show car applications flooding in from the Continent. We are very pleased to announce Kevin Villa will be bringing his mind-bending '56 on air ride with 2276cc motor. If you think it looks good in the picture, trust us when we say it's even better in the metal

## Wash, wax and polish your ride with Meguiar's

It takes more than just elbow grease to get you vehicle looking like a million dollars. Megiuar's have been making car care products for the motoring world for over 100 years and know a thing or two about looking after and making vehicles look their best. They will have experts on hand at the show to give you advice on what products to use and how to apply them for the ultimate show finish. www.meguiars.co.uk

## Camping at Sandown

We have so much going on at The *VolksWorld* Show, why not bring the family and make a weekend of it? If you camp, you get the extra benefits of quick access to the show, use of the on-site café and bar all weekend (see website for opening times), hot showers, plenty of toilets and entertainment in the bar on the Saturday night. Quiet camping was a big hit last year so will be available again in 2016.

If you don't fancy staying on site, you can take a five-minute walk and join thousands of other VW enthusiasts at one of the many bars and restaurants Esher has to offer. And remember, you can now stay on Friday night too at no extra cost. Camping plots sell out, so don't delay, book today

## SHOW SHORTS

### Tickets make great Christmas presents

If you are thinking of coming to The *VolksWorld* Show, put it on your Christmas list. Tickets make a great gift to give or receive and, if you order early, we'll throw in a VW-themed Christmas card to present them in. An added bonus is you can save up to 40% on the on-the-day prices

### International swapmeet

You may have noticed we are taking all swapmeet bookings direct this year. If you would like a stand, give Ben a call on 020 8726 8336 or book online

### Entertainment – something for everyone

It's all change in the entertainment area on the Summer Lawn in 2016, with more bands and a wider variety of acts than ever. This will be the place to chill, have a beer, a bite to eat and take in the show atmosphere. Check out the website for more information

### The Lower Class returns to the club area

We are really pleased to welcome back The Lower Class VW club for the 2016 show. With well-engineered slammers their speciality, their club stand is always a highlight, and they've promised there will be some new editions to their line up for the 2016 show. They join a fantastic list of clubs representing every genre of the scene. Have a look at the show website to see who else is coming

### Tanya's tasty Transporter

It might have been round the clock, but Tanya Coulson's facelifted Transporter in three stage candy red with gold glitter detail and 19-inch Bentley rims will certainly be a talking point in the *VWt* Cool Water area. If you're interested in displaying your Transporter, the details are on the website

**April 2-3 2016 – Book your advance tickets at www.volksworldshow.com**

# Paruzzi Classic VW Supplies

## More than 60.000 parts for your Classic Volkswagen

*To get monthly updates, go to www.paruzzi.com/newsletter and subscribe to our bimonthly e-mail newsletter! Keep up to date with all product announcements for your Classic Volkswagen.*

### # 4252

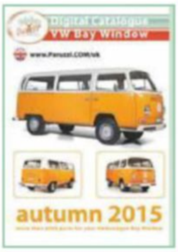
**Master Brake Cylinder Cap**

This cap is not a genuine Volkswagen part but it is a very good reproduction. We have all cap models available for all VW types.

### Digital Catalogues

**Digital Catalogues**

The new Autumn Digital Catalogues are available now. One Digital Catalogue per Volkswagen type, in three languages, view them online on:


Digital Catalogue VW Bay Window
www.Paruzzi.COM/uk
autumn 2015

www.paruzzi.com/catalogue

### # 12679

**Karmann Ghia Dashboard Face**

These black plastic covers were the option of choice for the younger Ghia models. These dashboard covers are delivered including the cover for the dashboard glove box.

### # 6280

**Wiper Time Relay**

If you want to introduce a modern touch to your classic Volkswagen and enhance the comfort for long drives, this is the perfect add-on.

Volkswagen
Classic Parts

### # 5655

**Fuel Gauge**

This is a genuine VW fuel gauge from the Brazilian VW factory. Delivered including the light bulb inside the fuel gauge.

Volkswagen
Classic Parts

### # 74023

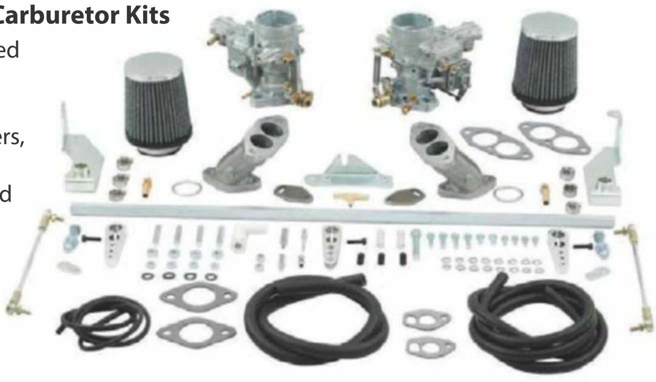
**Tow Bar Systems**

Available for all classic Volkswagen types, including the European certification, tow ball and electrical components.

### # 4240

**EMPI EPC 34 mm Carburetor Kits**

These kits are delivered as a complete set including the inlet manifolds and air filters, they are available for the Type 1, Type 3 and Type 4 engines.



### # 21274

**Brake Fluid Fill Reservoir**

This brake fluid fill reservoir comes from the Brazilian Volkswagen factory. Delivered without the fill reservoir cap (# 4252), order the cap separately.

Volkswagen
Classic Parts

VolksWorld Magazine © January 2016 - www.Paruzzi.com

**www.Paruzzi.com - www.Paruzzi.nl - www.Paruzzi.fr - www.Paruzzi.be**
**www.Paruzzi.se - www.Paruzzi.no - www.Paruzzi.fi - www.Paruzzi.pt**

## Paruzzi: Europe's nr° 1 Classic Volkswagen webstore

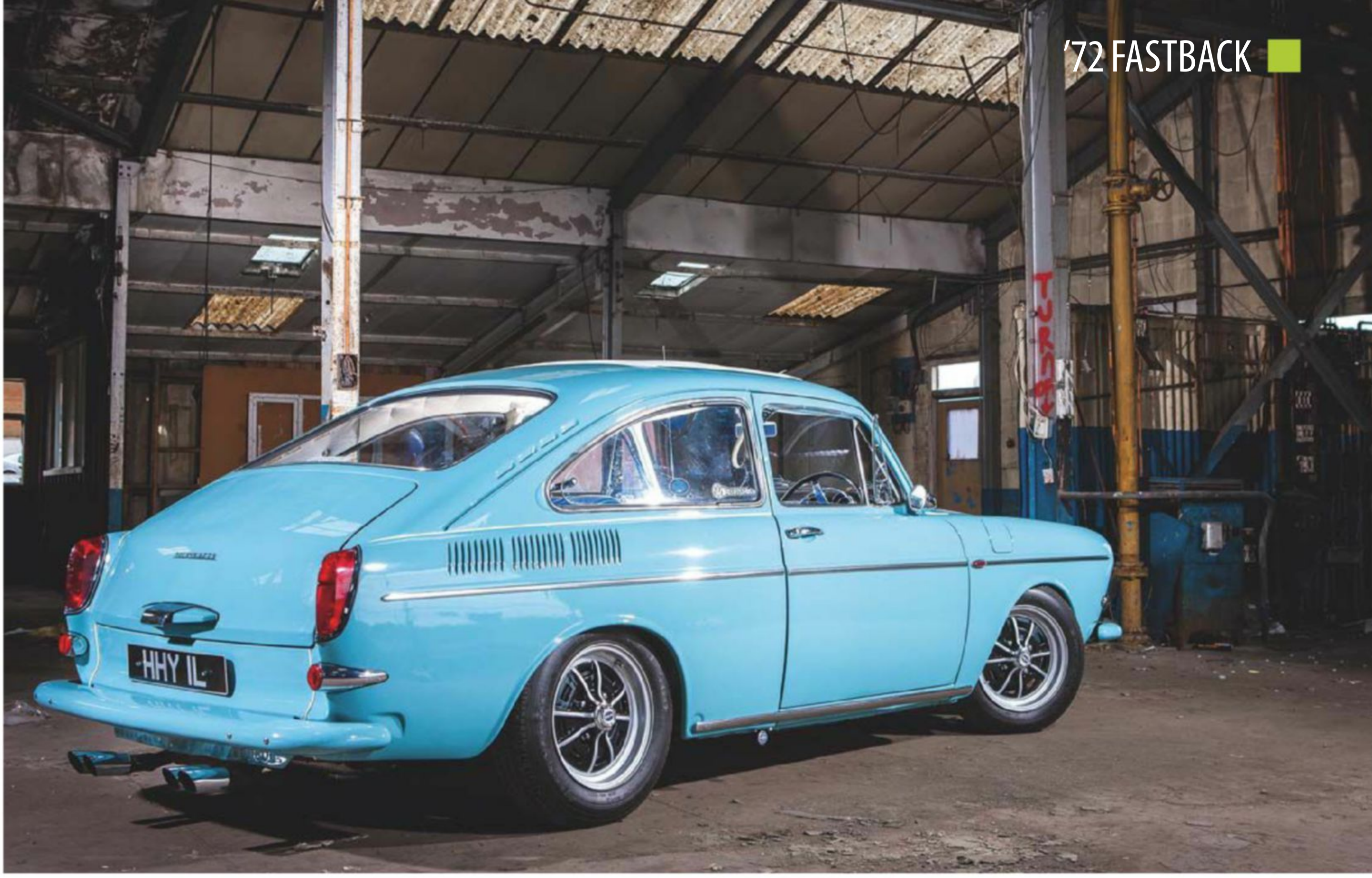
# 50 *quid* Fasty

**The story behind this 1972 Fastback shows what one man can achieve when left to let his imagination run wild**

**Words** Ivan McCutcheon **Photos** Thru-a-lupe photographic

HHY IL

ORIGINAL
CLASSIC PARTS



The L54D Marina Blue aka Invalid Blue was the original colour of this car

Why have black basket weave austerity when you have an imagination? Retro style wins every time

The north Somerset coastal town on the Severn estuary, eight miles west of Bristol, was put on the map in 1991 when a band chose to use the name and their music attained worldwide acclaim. Portishead is also home to the owner of this 1972 Type 3 Fastback, 48-year-old John Hollyman, and this is his story. John is hardly a Johnny come lately to the VW world, he’s been into them for close to 30 years, give or take. He puts it down to an old girlfriend who had a ’72 Beetle and, well, you know how it is, the quirks of the Volkswagen drew him in. He was captivated by how different an air-cooled VW was to British cars of the time, and knew he had to have one in his life.

John had already had a few ‘starter VWs’ and was working on a Type 3 when he heard an old guy in his area was going to scrap his ’72 Fastback, which he’d been hanging on to since it failed the MoT test in 1992. It had failed due to rotten inner wings and John was like a Jack Russell on a bone, he was straight on the case. After waving £50 under the old boy’s conk, the deal was done and it sounds like he had a right result too, as the car had only done 69,000 miles and drove like a magic carpet. Anyone who has driven a stock Type 3 will confirm they are lovely to drive at stock height, even if they do look a bit like a lifeboat with wheels.

> “The backdating process was more painstaking than you might think”

After sealing the deal, John told us, “At first, my idea was to use the car as a spares donor for the Type 3 I was working on, but it was too good for that, so instead I decided to weld it up, MoT it and use it as my daily driver.” And that’s exactly what he did. The Fastback served him loyally for the next five years, which just goes to show what a shame it would have been if it had have been scrapped. “I replaced panels and parts when I could, but as I used it to make a round trip of 300 miles every single weekend to see my girlfriend in Newquay, it was always kept on the road. I did that journey religiously, rain or shine, for two years, and it never let me down once.”

### TECH INFO

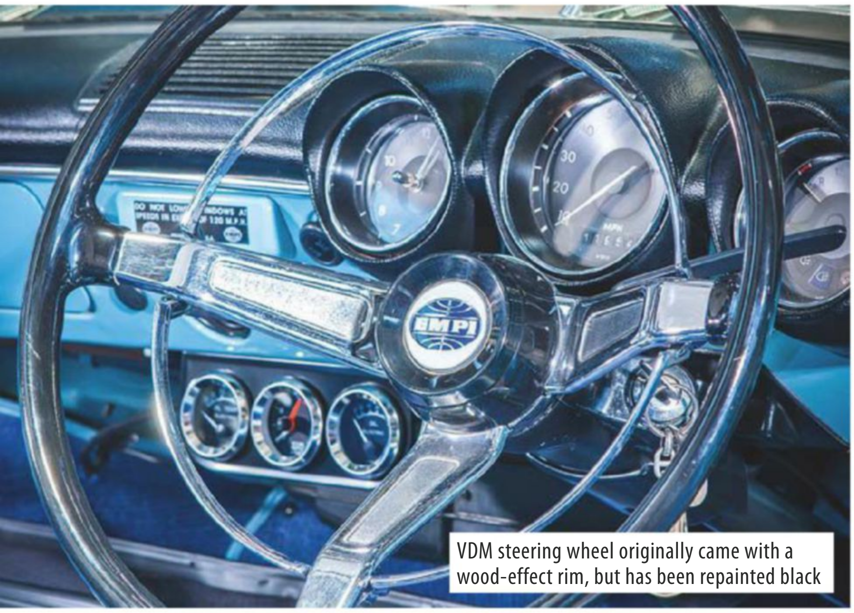
**BODY:** 1972 Type 3 Fastback with pre-’70 wings, engine lid, rear lights, reflectors and bumpers
**ENGINE:** 1584cc twin-port Type 3 ‘pancake’ with twin Solex 32PDSIT carbs
**INTERIOR:** Original seats re-trimmed to give an earlier look; VDM steering wheel; additional oil temperature and pressure gauges; rev counter
**WHEELS AND TYRES:** Original 5.5 x 15 steel Lemmerz / EMPI Sprint Stars; 155 x 15 and 165 x 15 Firestone F560s

## Faithful service

The game changer in this story came in 1999 when John got a company car with his job. This meant he was able to take the Fastback off the road and give it some love. He planned to repay the faithful service it had given with a rebuild, respray and fresh interior. “I had collected some early panels such as wings, engine lid, lights and so on, as I had decided to go for the early look with the car as I wasn’t that keen on the large indicators and rear lights that came on it.” But the backdating process was a lot more painstaking than you might think, as John really went to town, including elements such as the side trim, front wing running lights, rear reflector housings, number plate light and even the bumpers. Thinking aloud, you have to ask why he didn’t start out with a Fastback from ’69 or before, but then that question is nullified by two facts – firstly, this car has a special place in his life, secondly, when was the last time you heard of an early shape Type 3 for 50 quid, in any condition? Exactly! If ever there was a car that was a blank canvas to do whatever the hell he fancied, this was it.

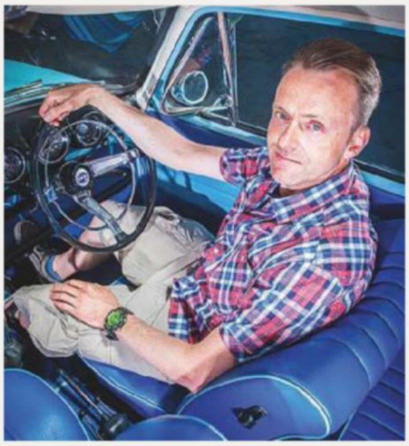
Which brings me to the next modification, the roof. VW may have offered a Type 3 with a Golde steel sliding sunroof, but a ragtop sunroof was never on the option list. So John fitted one.

The interior was taken care of by John and Cyril Krych in Kingswood, Bristol (www.



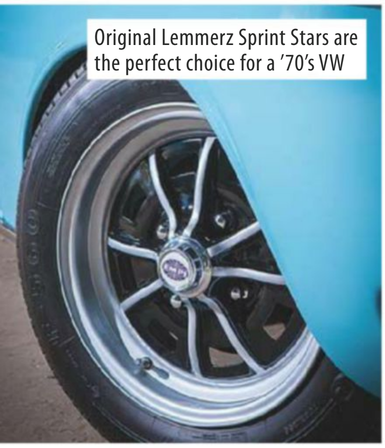
VDM steering wheel originally came with a wood-effect rim, but has been repainted black

Dustin Hoffman would approve of the luggage area. Clean, huh?

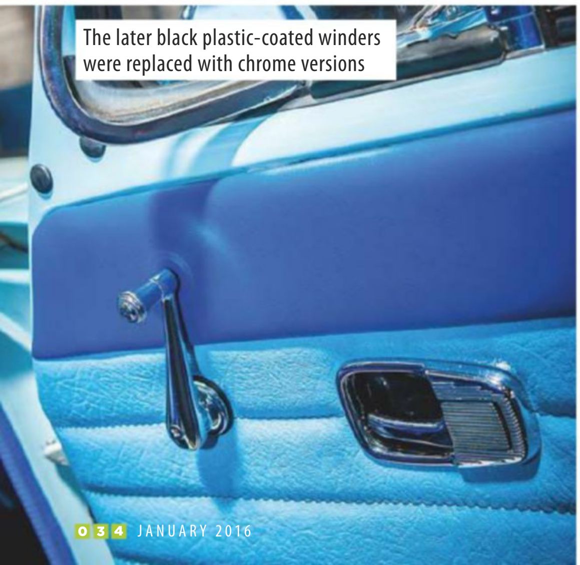


## BEHIND THE WHEEL

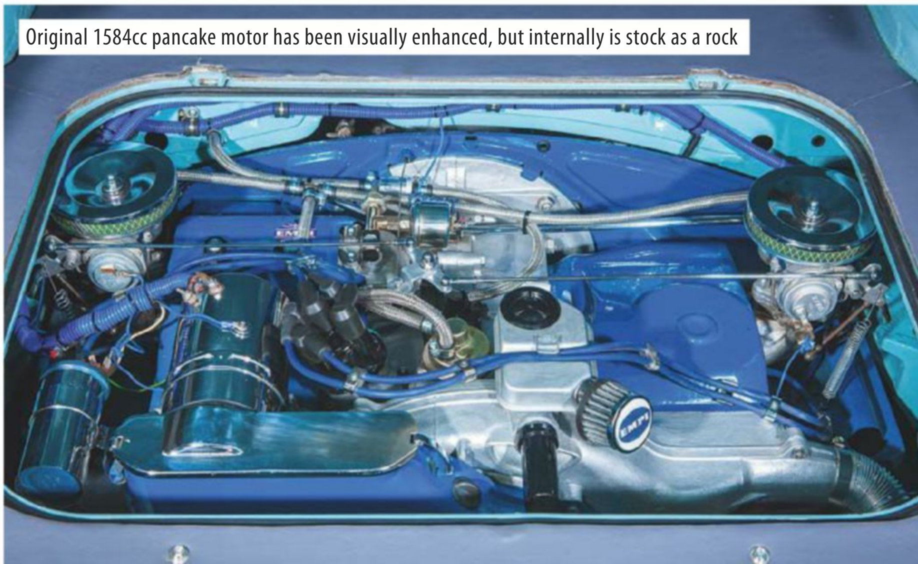
"It's a real pleasure using the car again. It drives great, it's never let me down and always gets plenty of interest wherever I take it. I've had a few offers from people looking to buy it this year, but it's definitely not for sale. I'm looking forward to getting even more use out of it next year, and I have a few bits and bobs planned to do over the winter – replace some of the chrome work, a few seals and do a bit more detailing, but nothing that will take it off the road for long periods again. Here's to the next 20 years behind the wheel!" ■



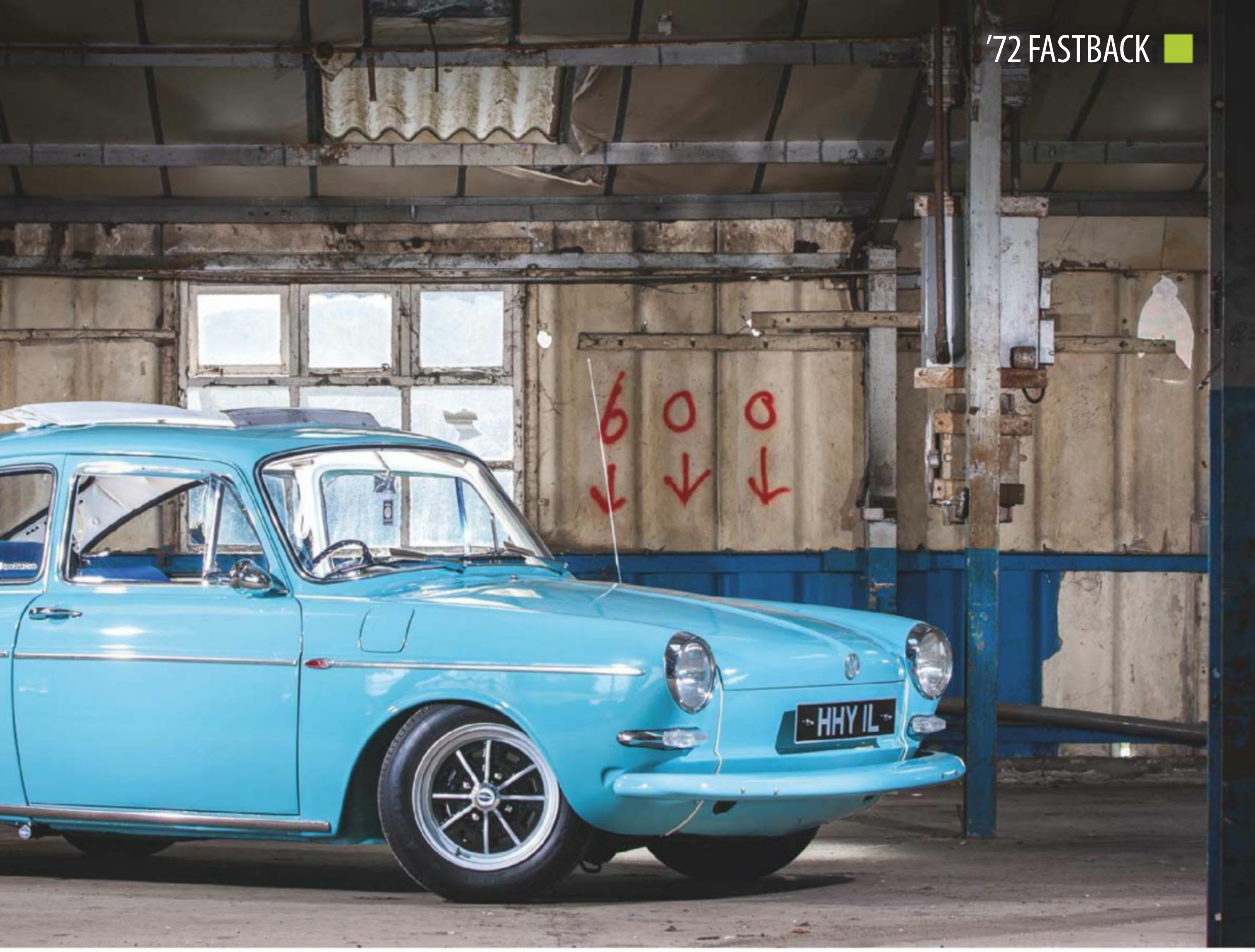
Original Lemmerz Sprint Stars are the perfect choice for a '70's VW



The later black plastic-coated winders were replaced with chrome versions



Original 1584cc pancake motor has been visually enhanced, but internally is stock as a rock



As John didn't like the late model styling of his '72 he has added as many early features to the body as possible

krychtrimming.co.uk). They re-trimmed the original seats in contrasting duo-tone blue vinyl. John ditched the original '70's door furniture, such as the bulky black rubber door pulls / armrests. The blue carpet kit was picked up at The *VolksWorld* Show, and works perfectly with the rest of the interior. A VDM three-spoke steering wheel, EMPI glovebox door pull, period parcel shelf and Custom & Speed Parts shifter add the pizazz.

## Long time coming

John's Fastback was off the road for about four years while the revamp was being done but, once back on the road, John enjoyed driving it around for a couple of years. But as the miles had now been racked up, it was the mechanical side of the car that now needed some tender loving care, as he explains. "In about 2005 it was garaged again to strip the brakes, suspension and so on." The work was extensive, and involved the replacement of the balljoints, bushes, shock absorbers and more.

The summer just gone was a big deal, as it saw John's Fastback back on the road after nearly 10 years in the garage at his parents' house. There's a good reason for this though, as John has another very time-consuming hobby – he's a keen mountain biker – and, as he put it, "Two hobbies meant the Type 3 had far longer stays in the garage than ever intended, and I never seemed to have enough money to do the things I wanted to do when I wanted to do them." We've all been there John!

This project may have taken a long time to come of fruition, but all the work John has invested is evident in the quality of the end result. Let's break it down for you. The suspension is clearly lower than stock, and that's a piece of proverbial on a Type 3 as it's just a case of unbolting and turning stuff. John went for two splines at the front and one spline at the back for good measure. That sorted the lifeboat stigma out. The troublesome original front brake calipers were binned and rebuilt Mk1 Golf calipers fitted instead. The fat Type 3 rear drum brakes were retained, but were renewed. The chassis and suspension was fully detailed. John swerved the plentiful alloy copies on the market when it came to the rolling gear, to him the original '70s Sprint Stars made by Lemmerz of Germany were the way forward. He bought a set, stripped them and repainted them in black and silver. As Sprint Stars were imported into the USA by EMPI and stamped as their products, John added EMPI logos to the centre caps. The Sprints are wrapped in 155 and 165 Firestone F560s.

> "It drives great, it's never let me down and always gets plenty of interest"

The engine is the original unit detailed to the max, but the list of to-do jobs has the engine at the top, and John plans a rebuild with a few upgrades. Until he gets to that though, he is loving every minute of driving the car again. The story behind this car shows that it doesn't matter how long it takes to get what you want, and equally, it shows that a 50 quid VW can make total sense. ■

# Exchange Engines

## Built for peace-of-mind. Built to perform. Built to last.

*With over 40 years of engine-building experience between them, our team of engineers know their craft very well. They assemble each engine for you as if they were building it for themselves.*

**ALL PRICES INCLUDE VAT**

**All assembled by our own craftsmen**

TES ENGINES

### SILVER ENGINE *DIY PRICE: £799*

Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.

### GOLD ENGINE

This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

***DIY PRICE: £949***

### BIG BORE RED ENGINE *DIY PRICE: £1049*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

### BIG BORE PLUS

As above, but built with a brand new crankcase.

***DIY PRICE: £1,499***

### BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

***DIY PRICE: £1,149***

### BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

**NEW!**

***DIY PRICE: £1,599***

We can arrange delivery/collection of all engines to/from UK mainland. £40 each way.

### BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

| | |
|---|---|
| 1776cc | ***DIY PRICE £1,949*** |
| 1835cc | ***DIY PRICE £1,989*** |
| 1914cc | ***DIY PRICE £2,039*** |

### 1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

***DIY PRICE: £899***

**NEW!**

### GREEN ENGINE *DIY PRICE: £999*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

### SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.

### MEXICO ENGINE

New to our range of engines is The Mexico Range. This is an ALL NEW engine assembled with all new components. Every single part supplied in this engine is 100% new and built by The Engine Shop in the UK. Supplied and test run with a distributor fitted and a full written warranty.

**NEW!**

1600cc ***DIY PRICE £2,149***

1641cc ***DIY PRICE £2,199***

1776cc ***DIY PRICE £2,469***

### TRANSPORTER 'CT' T25 1981-on

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase & brand new heads.

***DIY PRICE: £999***

### TRANSPORTER 1·7 - 2·0 (1972-'83)

***DIY:£1,849***

Fitted with new main and big end bearings, barrels, pistons and rings, new cylinder heads, plugs, seals, gaskets, refaced flywheel, reground crank, crack-tested crankcase.

### BIG BORE TRANSPORTER 1910cc

**In exchange for your 1700/1800.** Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

***DIY PRICE: £2,099***

**NEW!**

### BIG BORE TRANSPORTER 2400cc

**In exchange for your 2000.** As above, fitted with 2·4 litre barrels/pistons and a fast road cam.

***DIY PRICE: £2,199***

### WATER-COOLED TRANSPORTER 1900-2100cc ('83-'90)

New: main/big end bearings, valves, guides, springs, barrels, pistons, rings, small ends, oil pump, plugs, seals, gaskets; refaced flywheel; reground crank; crack-tested crankcase and cylinder heads.

***DIY PRICE: £1,399***

### BIG BORE WATER-COOLED TRANSPORTER

**In exchange for 1900cc.** As 1·9 (left) but with 2000cc pistons and liners, and new heads. ***DIY: £1,799***

**In exchange for 2100cc Injection.** As above but fitted with 2200cc pistons and liners, and new cylinder heads.

***DIY PRICE: £1,899***

**All engines and gearboxes guaranteed by The Engine Shop and supplied with a full written warranty.**

**NEW!**

### EXCHANGE GEARBOXES

| | | | | |
|---|---|---|---|---|
| Type 1 | | £639 | Type 2 Freeway flyer | £1049 |
| Type 2 | up to 1.6 | £699 | Type 25, 4-speed | £749 |
| Type 4 | 1.7 to 2.0 | £749 | Type 25, 5-speed | £999 |

**NEW!**

### 1600 DIESEL T25 TURBO / NON TURBO

All our deisel engines are fitted with **NEW** cylinder heads. Reground crankshafts with new bearings. Cylinder blocks rebored with new over-size pistons and rings. Fitted with all new oil seals and supplied with gaskets.

***DIY PRICE: £1299***

*CALLERS ARE WELCOME!*

**Enjoy a coffee in our airy, clean, modern premises. You are also welcome to phone us for free helpful technical advice.**

- Machining service available for home rebuilds, etc.
- All single port engines feature recon. cyl. heads.

NOTE: Prices are subject to change without prior notice.

## THE ENGINE SHOP

*Specialists in Volkswagen and Audi Engines*

**Unit A2, Darenth Works, Ray Lamb Way, Erith, Kent. DA8 2SP**

**Telephone: 01322 350022 • Fax: 01322 350032 • Email: info@theengineshop.info**

**Website:www.theengineshop.info**

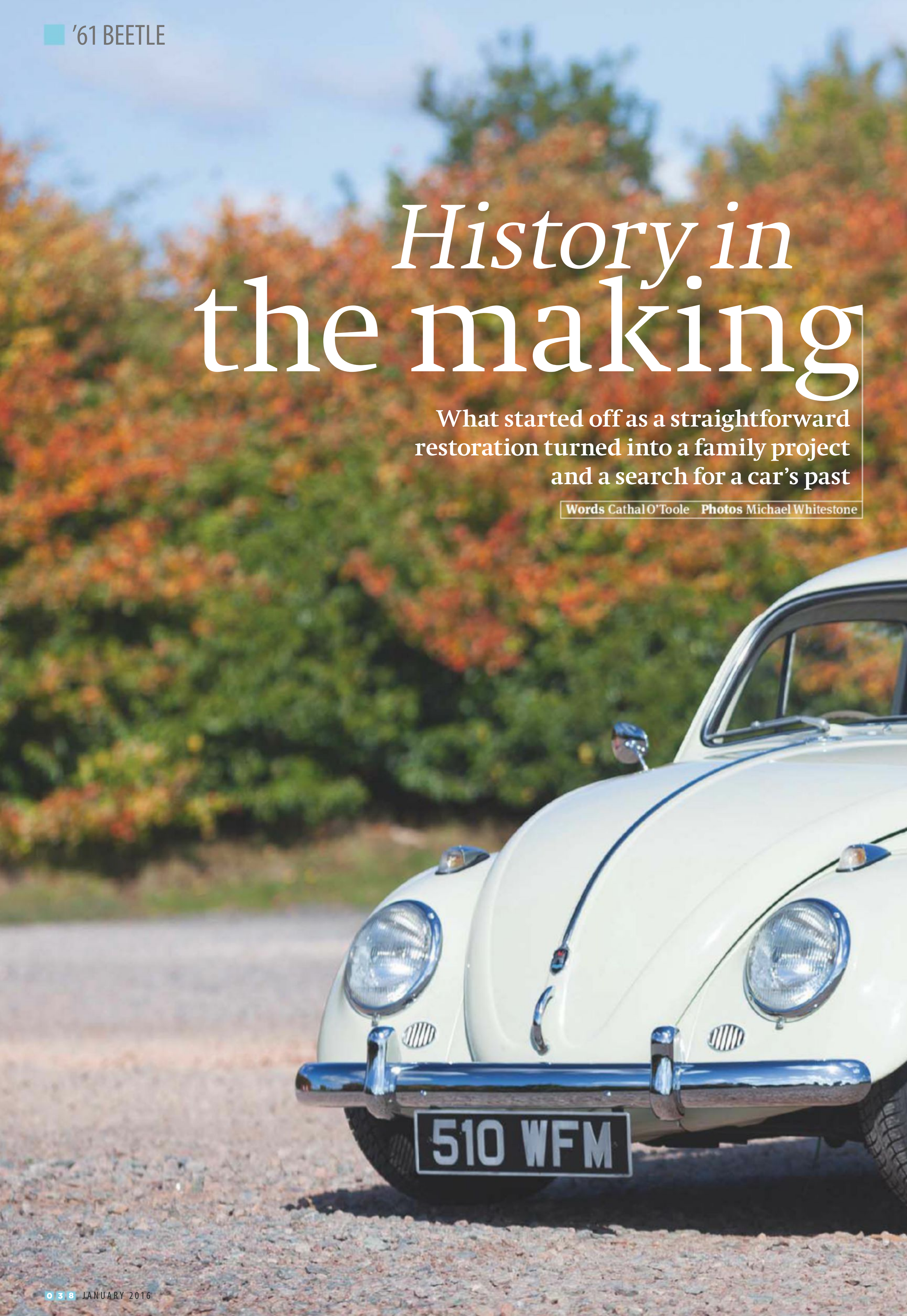
Air-Cooled Restoration & Performance Parts

Machine7.com

Flame-Thrower
MORRIS
GOLDEN FILM
SAE 30
Volkswagen
Official Service Manual
FRAM
SPAX

20 YEARS
1995-2015
Machine7.com

Service, Restoration and
Performance parts for
Beetle , Split Bus, Bay Bus, Type-3 & K.Ghia



# *History in* the making

## What started off as a straightforward restoration turned into a family project and a search for a car's past

**Words** Cathal O'Toole **Photos** Michael Whitestone

For Arran Simms, this 1961 Beetle is not his first VW, but it is his first air-cooled VW.  Having grown up watching his father constantly changing his cars, Arran has dabbled with various different makes over the years. He’s restored two MGs, has had a number of Mk1 Golfs, including a desirable GTi, and has just started on a 1989 Land Rover Defender 90 project.  So it’s fair to say not only does he have a broad interest in cars, the skill is there to match it.  Just as well really, as this Beetle was not what one would describe as ‘factory fresh’ when Arran went to view it in his local village in 2012.  To put it in terms we can all relate to, it was an original UK RHD car, so had been exposed to the elements every day for over 50 years and, like most other such cars, had seen its fair share of ‘get it through the MoT’ repairs [see Mike Pye’s column this month!-Ed].

The initial plan was to strip the Beetle down in his garage, remove it from the floorpan and then to ship the body off to a specialist to do their thing but, as is always the way, that initial plan became just that, the first of many further plans.  “I soon realised that life was not going to be that easy when it looked like the body had been welded to the ’pan all over the place,” explains Arran.  “So using *VolksWorld* magazine as a directory, I called a number of places to gain some inkling of what would be needed. After visiting several garages, I stopped at Creative Coachworks with the car on a trailer. When I arrived, they immediately made me feel welcome and showed me a couple of examples of what they could do, one being Steve Gosling's '61 Beetle. Once I saw the quality of their work, I knew I had to use them so, following a consultation, I took the car home and continued to strip it down as far as I could." In the end, Arran stripped the Beetle to a rolling 'shell and left the separation of 'pan and body to Creative Coachworks, who have done this more times than they care to remember.

## Glass half full

"Over the next few months, Alan [head honcho at Creative] sent me pictures of work in process. I think the most interesting one was where they had cut a piece of floor lino out of an old repair!" It wasn't all doom and gloom though, as the bones of this 1961 Deluxe were actually quite good and, looking at it through the half-full glass, it was a largely original Beetle, which still had the inspectors' chalk marks under the bonnet, as well as the June 1961 stamped speedometer, which correlates with the birth certificate from Volkswagen that states a production date of July 5 that year.

The reality, though, was there wasn't one panel on the Beetle that didn't need some attention. Take the spare wheel well for example. This had rotted at the bottom, up one side and had a previous repair around the brake fluid reservoir that had rotted once again. Rather than just chop it all out and weld in a complete repro front clip, which would have been the easiest option, Team Creative fabricated individual repair panels for each of the nasty areas before seamlessly grafting them into place. Likewise, the front wings. Like every other panel, they had rot in all the usual places, but rather than just being junked in favour of re-pop parts, they've been repaired where necessary, and had new headlight bowls welded in place. The story is the same all the way round the car, and the end result is a restoration that has saved as much of the original VW metal as was possible.

### TECH INFO

**BODY:** 1961 Deluxe Beetle; L87 Pearl White
**ENGINE:** Stock 1200cc engine
**INTERIOR:** Wool headliner; TMI seat covers and door panels; oatmeal square weave carpets; VW Heritage seat belts; Wolfsburg West sun visors; Retro Sound radio; Dehne fuel gauge
**WHEELS AND TYRES:** Stock steels; 155R15 radial tyres

With the body and 'pan ready for top coats, the paint gun was fired up and gloss black found its way onto the floorpan, while the all-important decision was made regarding the body colour. "As the car was a genuine UK car and hadn't been modified, I was keen to keep it as original as I could, with all the right colours in the right places," reveals Arran. So the decision was easy, and L87 Pearl White now covers the body once again. Leaving the factory on July

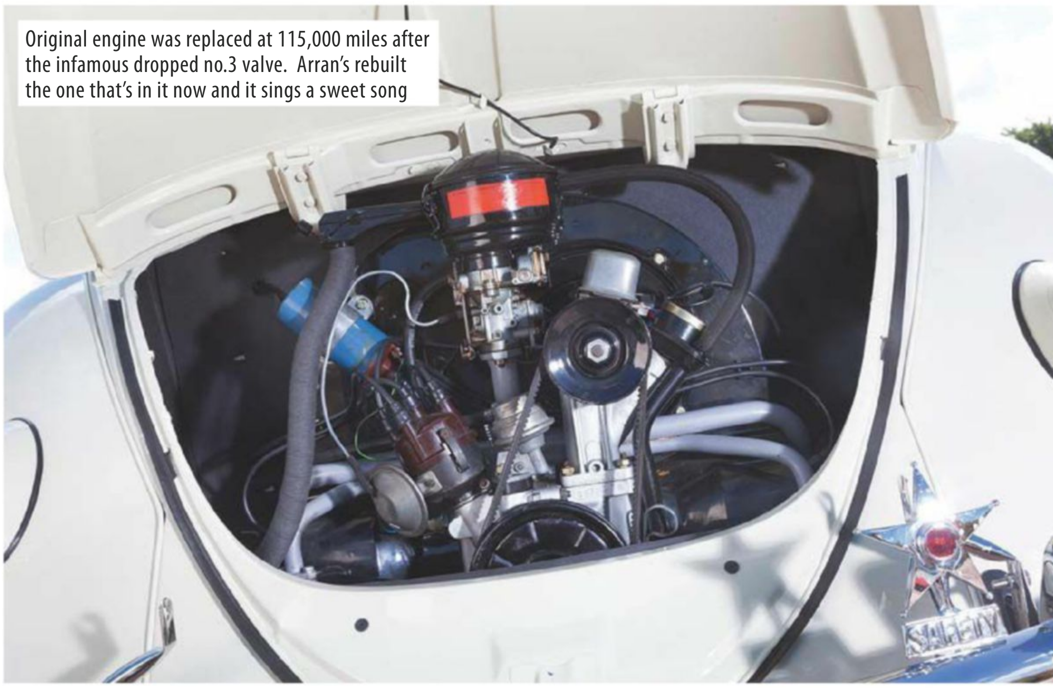
There's something about a mildly lowered stocker on steels that reminds us of the heady days of early New Wave VW shows in the UK

# "A restoration that has saved as much of the original VW metal as possible"

Quite simply, VW did colours right in the '50s and '60s, and this off white and light brown mix is as sweet as they come

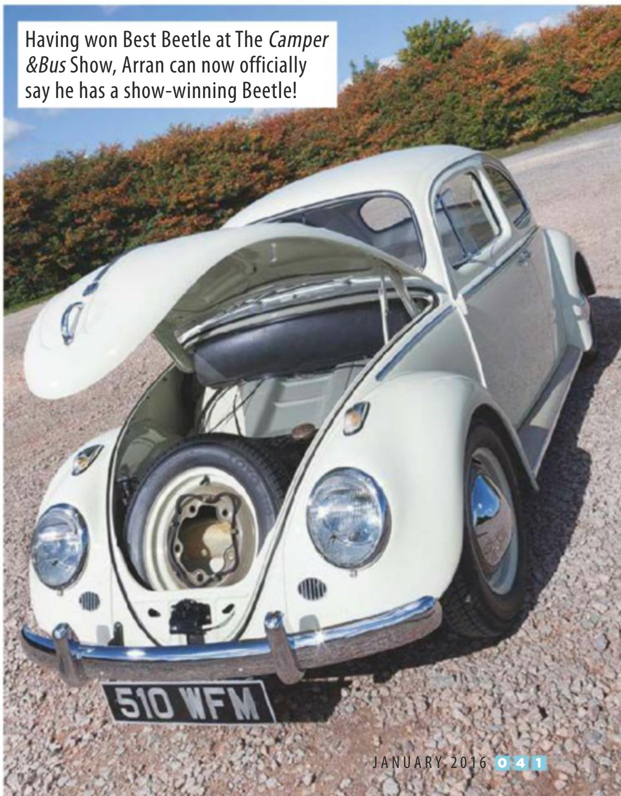
The Dehne fuel gauge was fitted to the car from new and still works today

We think the upholstery department in Wolfsburg would approve of these TMI door cards

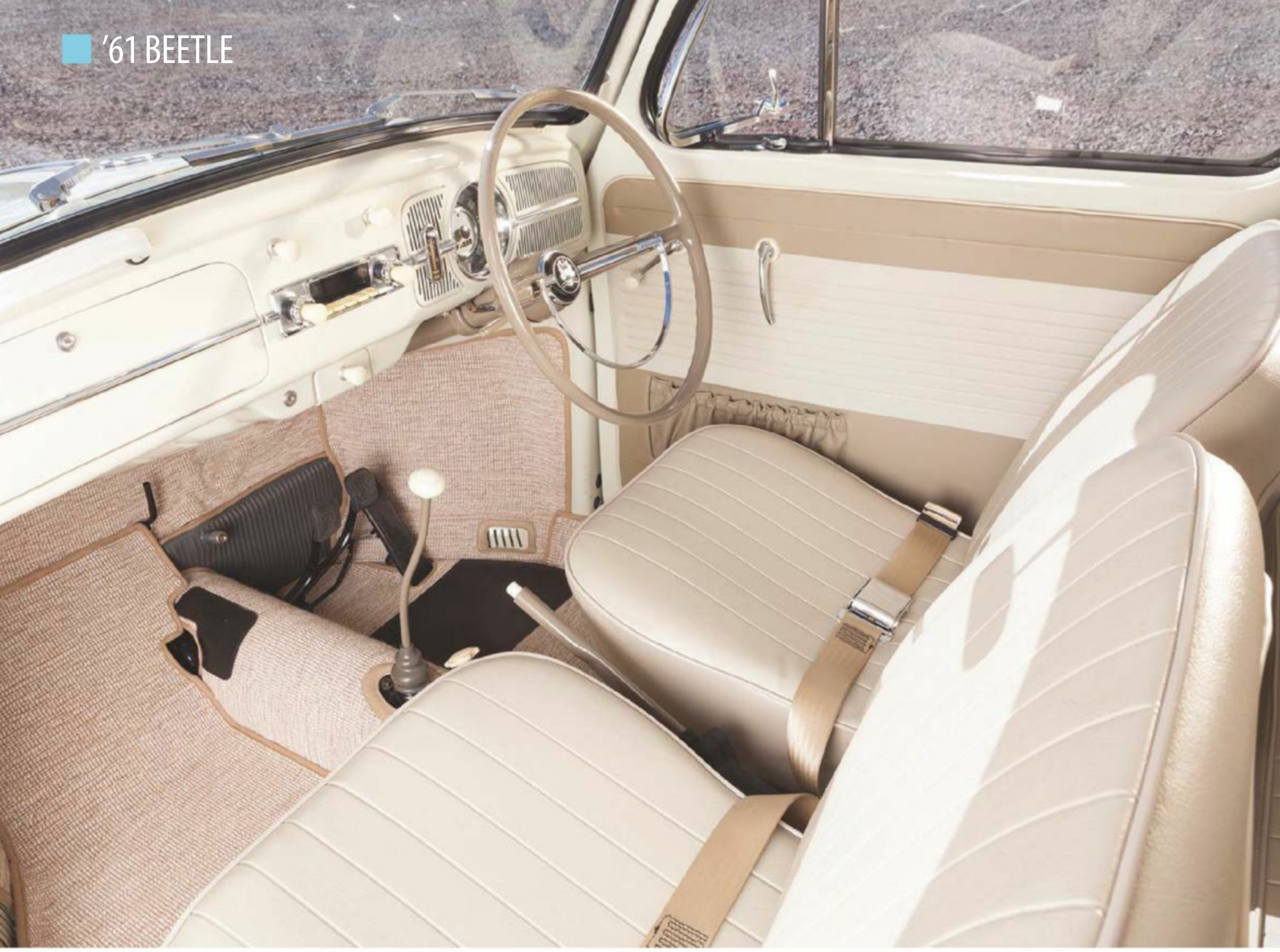


Original engine was replaced at 115,000 miles after the infamous dropped no.3 valve. Arran's rebuilt the one that's in it now and it sings a sweet song

Now turn the page and look at the picture of this area before. It certainly looks better now



Having won Best Beetle at The *Camper &Bus* Show, Arran can now officially say he has a show-winning Beetle!



There's plenty of nice little details to take in here, all of which are just sensible modern upgrades that don't detract from the overall period look

10 1961, bound for Ramsgate, the Pearl White was set off nicely by the complementary brown you would have found on the steering column and wheel, handbrake and indicator stalk and all five steel rims which, as Simon from Creative Coachworks commented, "were a pain to do with the two-tone paint scheme, but we're really happy with the finished result."

## Full-time job

Arran then took the Beetle back to his garage to finish, but it took a while for it to get going again as there was the small matter of the MBA he was doing at the time, work and, of course, family time to fit in but, thanks to a few hours here and there, Arran soon had the exterior fitted up and began on the interior.

The headliner was first on his list. A call was put in to Bromsgrove Auto Trimmers who fitted the new wool headliner. The seat covers are from TMI and were fitted by Chris at Creative Coachworks. The oatmeal square weave carpets are from Newton Commercial, fitted by Arran over sound deadening to ensure he could hear the tunes coming from his iPod via the Retro Sound radio, which is one of the few hints of modernity Arran succumbed to in the build. The sunvisors came from Wolfsburg West and lap belts came from VW Heritage.

The second hint of modernity is the modified ride height. Arran fitted two-inch dropped splindles up front, while a one-spline turn brings the twin tailpipes a little closer to the ground.

> "The second hint of modernity is the modified ride height"

Interior is what we might call stock but not quite. Bromsgrove wool headliner is lush, TMI seat covers are tidy and colour coordinated lap belts from VW Heritage keep daughters, Zara and Imogen, safe

I think it's fair to say Zara looks as proud as her dad, Arran, in their re-born '61 Deluxe

The engine that was in the car was rebuilt by Arran, and all was going well until he tightened the crankcase halves up again. "I must have misaligned the holes in the main bearings, as I then found the crank wouldn't turn," he recalls. "But when I split the case again, I realised the main bearing nearest the flywheel had moved and had been crushed, meaning I had to start over again." Thankfully, he had no such problems the second time and the engine has been running sweetly ever since.

## The commuter

Once the car was finished, Arran started to wonder about its history as, according to the paperwork, it has only had three previous owners. After a bit of research, he managed to trace Mr. Green, the original owner, who told him he bought the car whilst living in Cheshire and used it to drive to Scotland each week to go to work. He kept the car for over 30 years, only selling it to take over running his son's Golf, which he still has today. "I promised to take the car to show him. Unfortunately, I haven't managed it yet, but I will."

Mr Green's son, Nick, was also able to fill in a bit more of the history, including why the engine was changed. Nick: "It wasn't oil starvation as was first thought. It was due to the exhaust valve burning out on the cylinder that is partially blanked by the oil cooler. That was at 105,000 miles.

"The original set of Michelin crossply tyres lasted 90,000 miles, and all five wheels were rotated every 3,000 miles, as per the owners' manual.

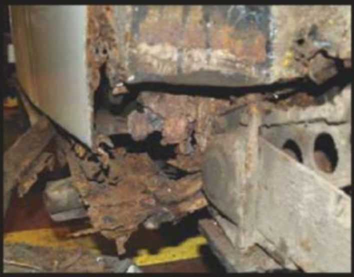
"My dad always said he could tell when I had driven the car over 50mph as, at that speed, bugs started hitting the windscreen. Below that speed, the wind blew the bugs over the top!

"The car was sold on in 1991 following the placing of an ad in *VolksWorld* magazine. My dad bought the magazine to find out how to advertise it, and I still have the free gift from that issue – a *VolksWorld* key ring. Such good memories."

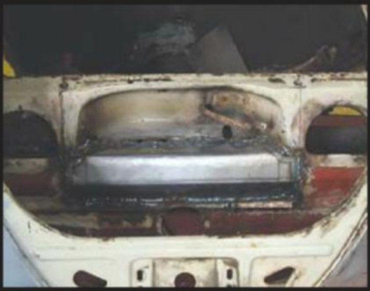
To finish, I asked Arran what was his favourite part of the car was and was somewhat taken aback by his answer. "I would have to say the running boards. Not necessarily due to the looks, just the fact that I fitted the mats with Zara, my daughter, who loves telling people that if they comment on the car."

## THE BUILD

**The starting point. One genuine, UK-spec, right-hand drive 1961 Beetle with just three previous owners to its name. Sounds like a perfect starting point for a project, doesn't it?**

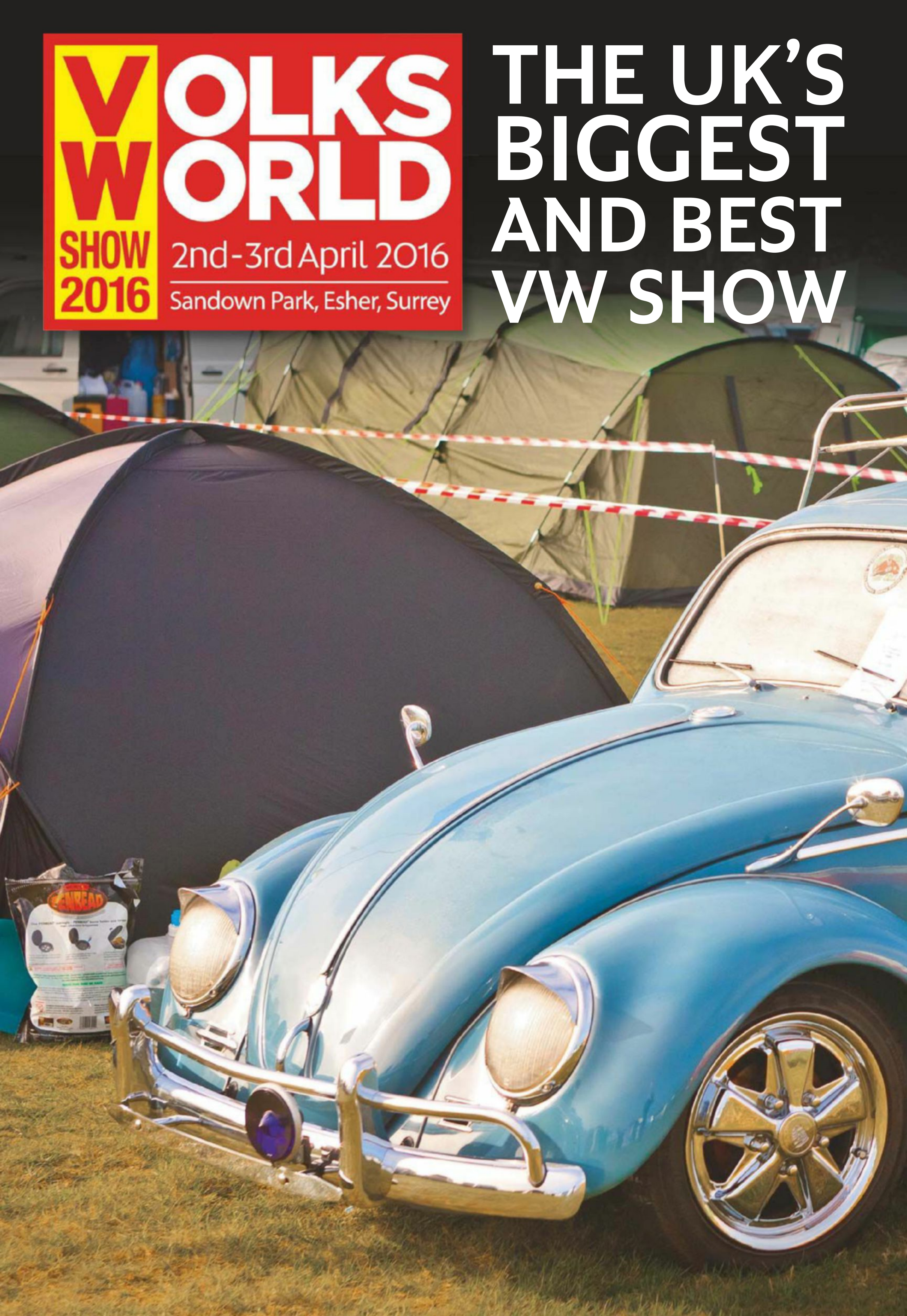


**But 51 years on British roads, six figures on the clock and weekly commutes from Cheshire to Scotland had taken their toll. The car had been kept on the road with MoT worthy repairs, but only just**



**Rather than just cut all the rot out and replace it with fresh pattern steel, the team at Creative Coachworks fabricated panels and repaired as much of the original VW metal as they could**

**Even the original front wings were retained, repaired with handmade patch panelss to the headlight bowls and edges. It was a huge amount of work, but it should last another 50 years now**


VOLKS WORLD
SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey
THE UK'S BIGGEST AND BEST VW SHOW

# Make a weekend of it!

With so much going on at the 2016 show, why not bring the whole family and make a weekend of it this year? Camping is great fun and will give you more time to enjoy the show and take in its unique atmosphere. In the evening, you can visit one of Esher's many pubs and restaurants that will be full of VW people swapping stories old and new. If you don't fancy the two-minute walk to the High Street, there's on-site entertainment on the Saturday night, a family bar open all weekend selling hot and cold food, a selection of wines, ales and even the odd mojito. With toilets, hot showers and direct access to the show itself, it makes a perfect VW mini-break. Booking camping tickets in advance is essential as they are limited and always sell out.

www.volksworldshow.com

## Ticket hotline now open

**Order in advance and save up to 40%**

See www.volksworldshow.com or tel. 020 8726 8342

SPONSORED BY

vwheritage Meguiar's CAMPERVANTASTIC

# Desert island Dub

**People draw inspiration from the most unlikely places for their VWs, but we can honestly say this is the first VW we've ever featured that was influenced by the Cook Islands**

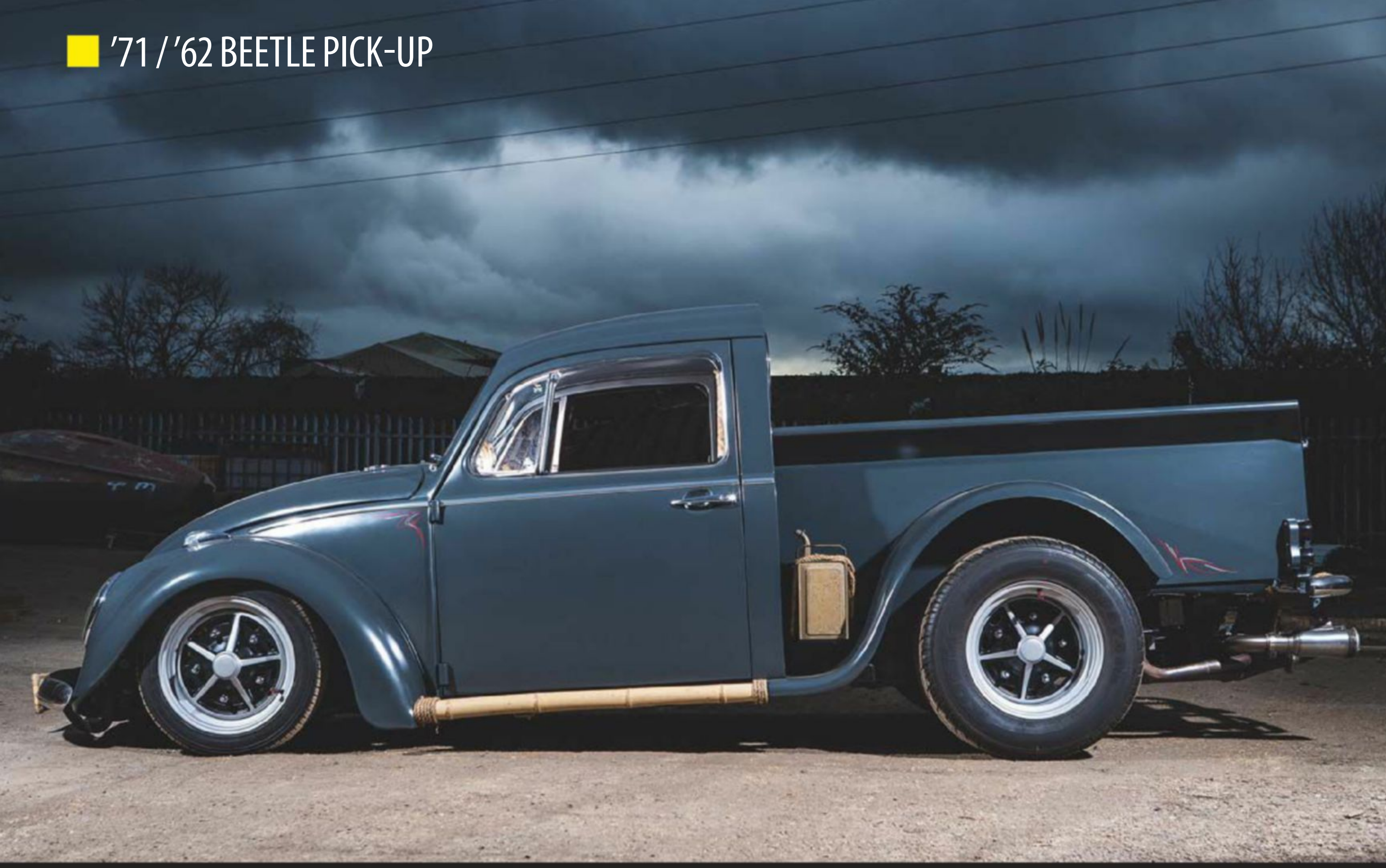
**Words** Mike Pye **Photos** Thru-a-lupe photographic

CHILDRENS FRIEND

In my experience, VW people from Exeter march to the beat of a different drum. And Steven Smith, the owner of this one-of-a-kind Beetle pick-up admits that. “We’re all a bit quirky round here,” he says with a chuckle. There have always been trends in the VW scene that can be traced back to a particular area – witness Orange County for the California Look, Southend for the early UK Cal Look thing, or the Midlands for the current ’pan-scraping patina craze, but in Exeter it’s doing things a bit differently. And it’s from just those renegades, who operate outside the accepted boundaries, that often the most inspiring work comes. You may not want to build, or own, a Beetle-based pick-up, but you can’t help but take notice of this car, and be inspired by the depth of the creativity behind it. In a world where ‘you can’t knock stock’, as it was so aptly put to me once, it takes a certain amount of self-belief and confidence to really go your own way with a VW build these days.

Steven, who runs a water-cooled VW garage, VWS, by day, is the first to admit the pick-up concept wasn’t his, he bought this car as an “abandoned project, under a tarpaulin, in a sorry state.” But he could see past the obvious work that needed doing and envision something else entirely. “I’ve always had a passion for American pick-ups and hot rods, and this car is inspired by that passion.” More importantly, he could see a car he could get in and drive in relatively short order, or so he thought. And the reason that was important to him was that, having spent years of his life building a pearl painted, Wizard-winged, custom Beetle, he ended up selling it to a friend just two years ago, never having actually driven it.

“I’ve always been a bit of a fan of the ’90’s thing,” he says, “that’s why it’s got the Caddy tailgate script in the back, and a genuine No Worries badge on the bonnet, and why I’ve got a Bugeye Baja project on the go at the minute. But that’s getting a slammed



South African Sprints have been re-detailed in satin silver, but not before the rears were banded to 9-inch by cutting out the centres and using a wider rim so there's more meat on the in and the out. Even the valve caps are mini totem poles

and narrowed front and 10-inch rims at the back. I suppose I've always just been into the different stuff, and I've always believed in doing things you enjoy."

What's pretty clear talking with Steven is that he's more into the detail side of things than the dirty stuff like bodywork – hence why buying something that had that side of the hard work already done appealed. We've seen a few Beetle pick-ups over the years, and let's just say more of them have missed the mark than hit it. Like all good custom jobs, the trick is to get the proportions right, and that extra couple of inches that have been left behind the doors is what I feel makes this one work. That and the rear wings. Steven has no idea what they were originally designed for and, having studied them, I'm none the wiser myself, but "something '30s," as Steven put it, is probably right. Though he feels there's still scope for some subtle re-modelling of them to better follow the flow of the rear tyres, that job's on the back burner.

**"Sort of hillbilly, made on an island feel"**

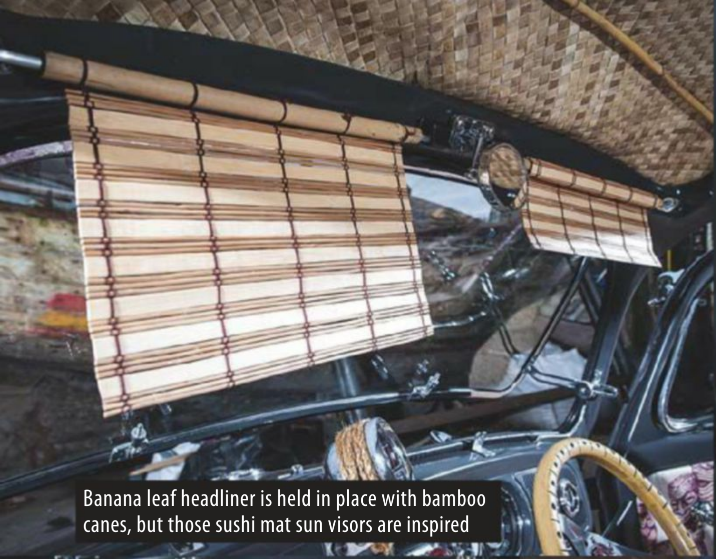
"The whole thing was just supposed to be a cheap bit of fun, but something that the longer you stop and look at it, the more you see. I lay awake for hours at night thinking of things I could do to it to keep the theme going, but all the time aware that it's easy to go too far with something like this." And what exactly is the theme? "Sort of hillbilly, made on an island feel," he replies with a grin, following it up quickly with, "but not like a tacky gift shop." The island(s) in question are the Cook Islands, the sprawling, disjointed land mass in the South Pacific, a long way east of Australia. It's where Steven and his wife, Zoe, spent the final week of their honeymoon, after a fortnight touring California.

And so those nights in bed with his new wife were filled with romantic images of rope, bamboo and banana leaves, and ways he could incorporate them into the truck when he got home. First though, there were some rust issues to deal with, and a few modifications he wanted to do to make the truck his own. The Volkswagen script at the rear we've already mentioned, but that was as much out of necessity as anything as previously the truck just had a gaping hole there. The rear window aperture was rusty, so that was cut out and a larger window installed. The custom made rear light pods were another addition, replacing the cheap plastic trailer lights that were there previously, and the opening front windscreen was an indulgence. "That was another good old VZi purchase. It's one of only six that Brasscraft made for later Beetles. That was a bit of an investment, but it really makes the car." For yes, despite the number plate and all the early '60's trim and detail, the pick-up is based on a '71 Beetle. "It's on a '62 'pan, though, so I decided to make the body look as early as the 'pan," explains Steven, crediting his mate Rob at Local Vee-Dubs for the welding work and prepping and painting the pick-up in the rather-more-special-than-it-looks custom mix grey.

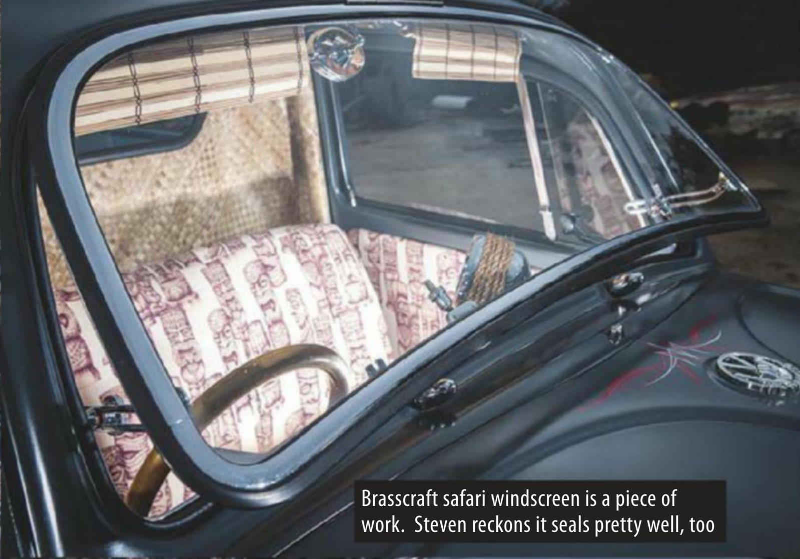
## Made not bought

"Once it was painted, I thought I'd just throw it together, but then I got a bit carried away," continues Steven. What we like about this car is exactly what a lot of people probably won't like about it. It's refreshing to see someone go back to the old school way of customising where you use what you have around, or what you can pick up cheap in your local scrapyard or autojumble. "Anyone can build a car out of a catalogue, this was about making stuff work, rather than just buying things." That rear nudge bar, for example, is a Suzuki Vitara side bar, sectioned three inches and stainless welded back together. The bamboo running boards are straight out of Steven's head, held in place by machined down Mk3 Golf suspension bushes with bolts through the wings front and back. "I've got about 30 hours in those alone," he laughs. Similarly, the number plate surrounds, which have a Dremel'd rebate cut in them for the plate to sit in and mitred corners with rope bindings to hold them together.

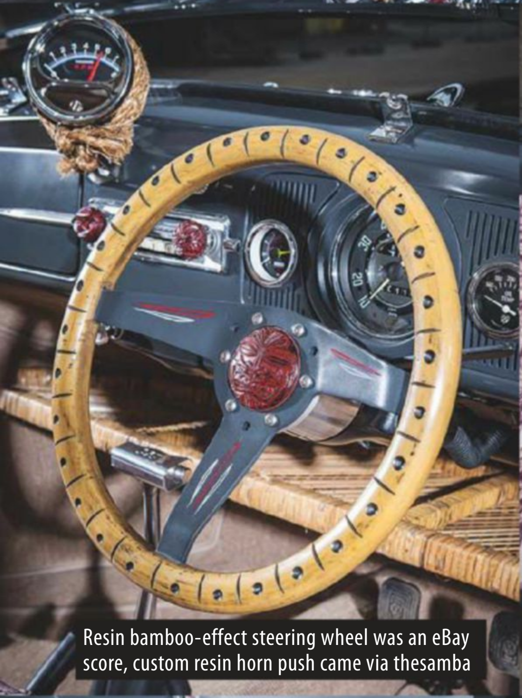
But it's inside that Steven's imagination really ran riot, and it's the best surprise of all



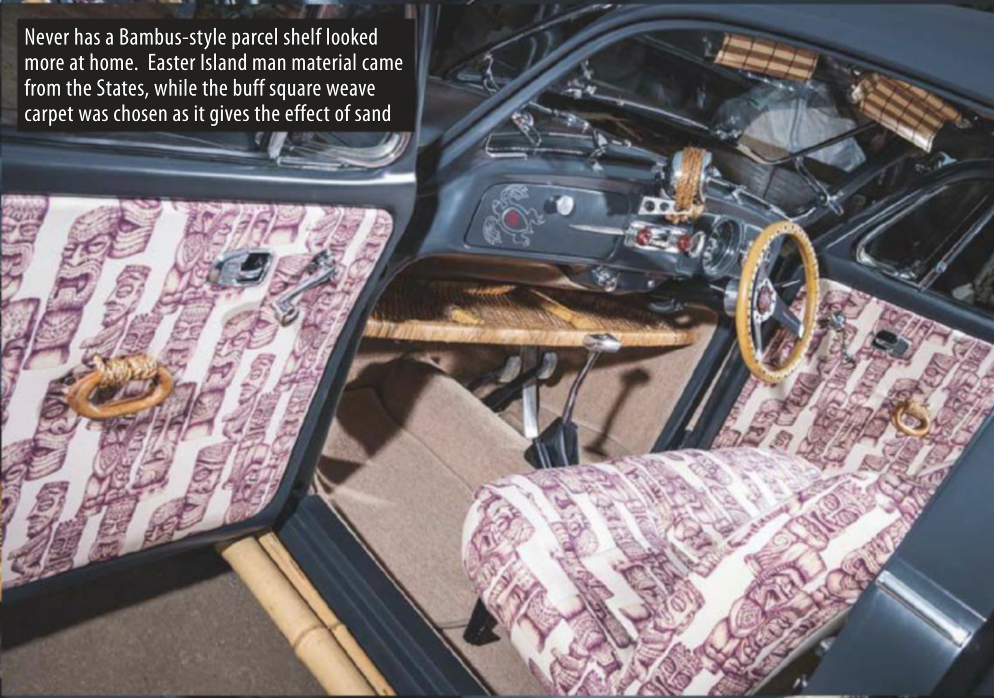
Banana leaf headliner is held in place with bamboo canes, but those sushi mat sun visors are inspired



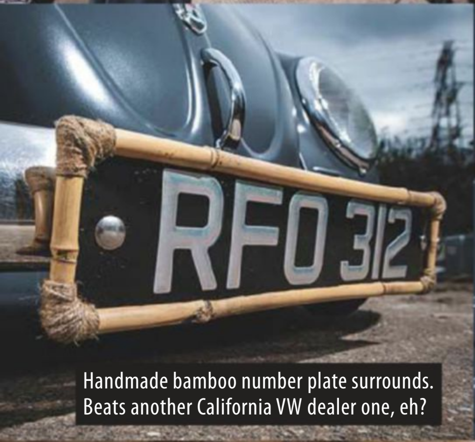
Brasscraft safari windscreen is a piece of work. Steven reckons it seals pretty well, too



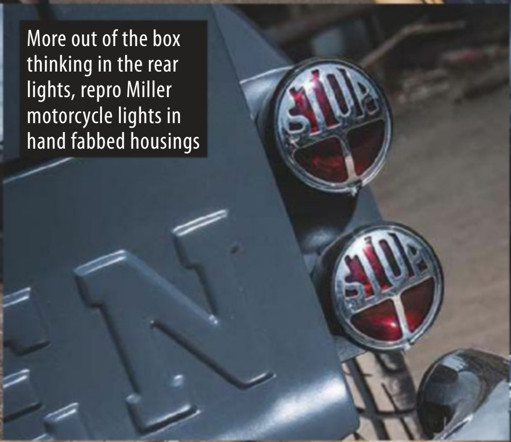
Resin bamboo-effect steering wheel was an eBay score, custom resin horn push came via thesamba



Never has a Bambus-style parcel shelf looked more at home. Easter Island man material came from the States, while the buff square weave carpet was chosen as it gives the effect of sand

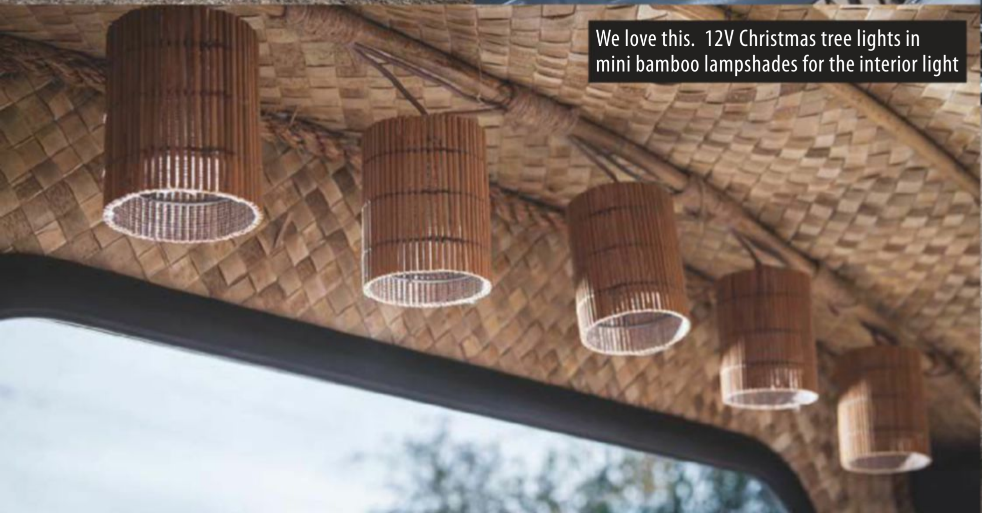


Handmade bamboo number plate surrounds. Beats another California VW dealer one, eh?



More out of the box thinking in the rear lights, repro Miller motorcycle lights in hand fabbed housings

One man and his bike, bamboo wrapped of course



We love this. 12V Christmas tree lights in mini bamboo lampshades for the interior light about this car as it's nothing like you expect when you see it from afar. The headliner is made from banana leaf matting with bamboo supports, across the back of the cab hang a row of mini bamboo light shades, inside which 12V Christmas tree lights twinkle when the door is opened. The resin, bamboo-effect steering wheel was an impulse purchase from eBay, the Tiki-style horn push and matching dash knobs came from a guy on thesamba.com that will make them to order, in your choice of design and colour, and the roller sun visors are sushi mats. "That was another creation I came up with lying in bed," recalls Steven, "and I love the fact that a lot of people don't even notice some of these things the first time they look at the car." Even the colour of the carpet was chosen to imitate sand.

## Tootall recall

The part Steven says is his favourite, though, is the pinstriping, ably applied by Cornwall-based Tootall Paul. "Again, I could have gone mad with the pinstriping, but I wanted to just use it to tie the panels together, and to follow on the red accents theme around the car. The bit I really like is the piece on the tailgate. It looks like a random design at first, but as you look closer you see it's a face. I've always fancied a tattoo, but never had the balls to have one, so I thought if I tattoo my car it solves the problem."

The bench seat is another example of Steven's ingenuity, it originating in a 20-seater minibus, but shortened, lowered, re-angled and re-padded it fits the Beetle perfectly. Naturally, it meant relocating the handbrake, but even that has been done thoughtfully by manipulating the handbrake cable conduits so they point toward the passenger footwell where the stock cables hook up with an aftermarket handbrake assembly mounted alongside the shifter. "There are a lot of little one-off fabrication jobs on the car that you don't see. That's why cars like this take a lot longer to build than people realise. Let's just say I wouldn't have wanted to build this for a customer on an hourly rate."

Alongside this visual feast, the mechanical modifications play second fiddle, but there are plenty of those too, as the polished ram pipes poking through the banana leaf bed cover suggest. Lift that bed cover up and you'll find a 2.1-litre Type 4 motor that Steven's mate, Richie, at Southwest Splitz, put together for him, and which he detailed to match.

The front beam is a custom built narrowed unit that has re-angled shock towers inboard of the inner wings, through which the air shocks bolt dead upright, and a free floating adjuster assembly in the centre. It retains the VW leaf packs and, again, has been designed thoughtfully so if Steven has an air leak (unlikely as he's plumbed the whole system with braided hose and brass, screw-in fittings) the car will only drop to a safe minimum ride height.

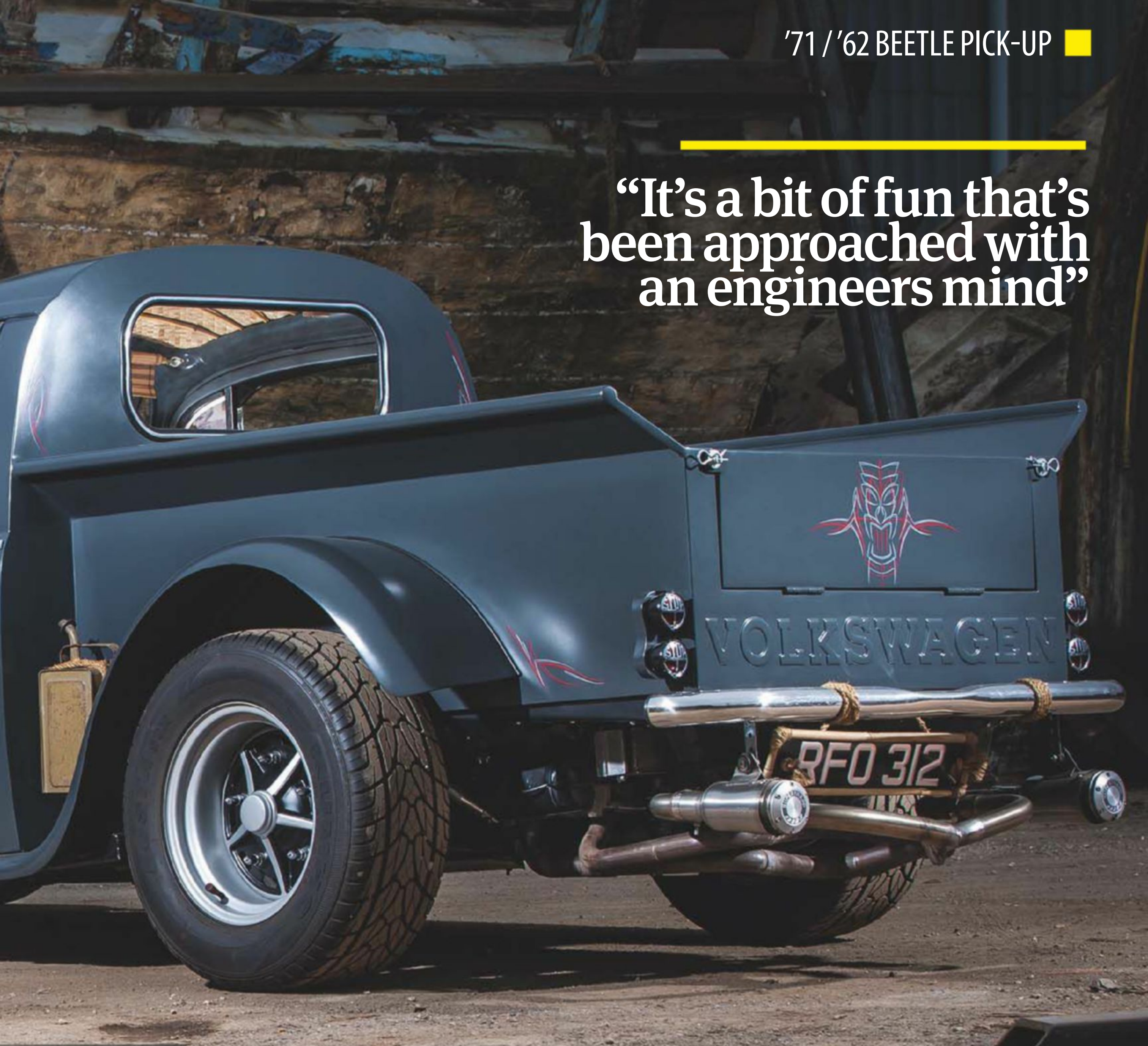
Yes, this car might be a bit of fun, but it's a bit of fun that's been approached with an engineer's mind, a designer's creativity and without so much as a sideways glance at current fashions. The sum of all this makes for a well built, coherent and refreshing custom VW. "You certainly get noticed in it," says Steven with a smile, "I think people like it because it's just a bit different." You can say that again. ■

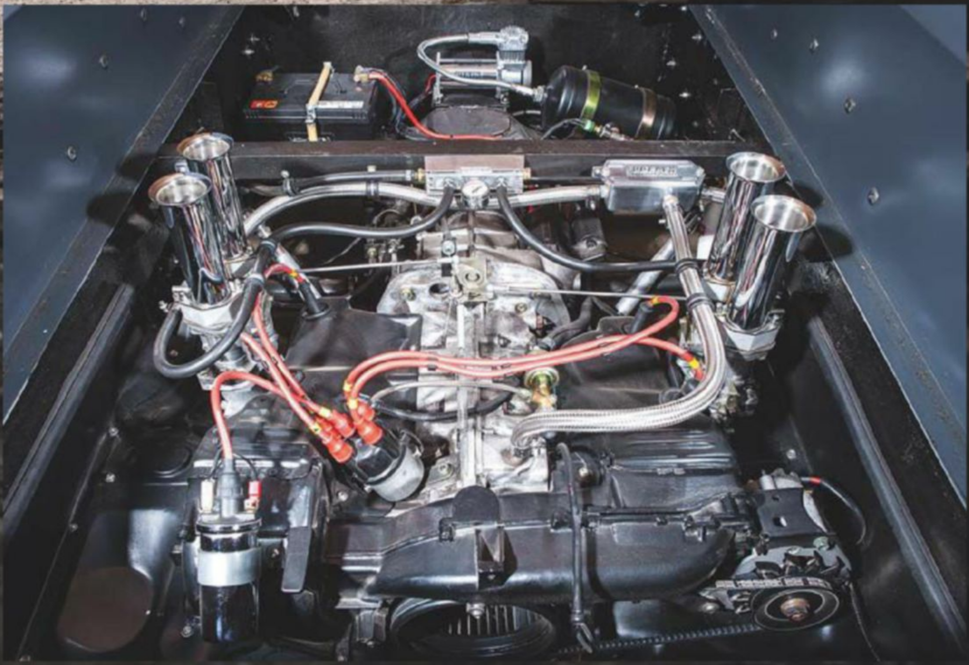
## TECH INFO

**BODY:** '71 Beetle converted into a pick-up then early looked; handmade pick-up bed; 'glass rear wings of unknown origin
**INTERIOR:** See for yourself!
**ENGINE:** 2.1-litre Type 4; Turbo Thomas header; dual Supertrapp mufflers; twin Weber HPMXs
**WHEELS AND TYRES:** 4.5 and 9J (banded) Soith African Sp[rint Stars; 145/65s and 255/60s
**SUSPENSION:** custom narrowed beam with inboard shock toweres, Monroe MA785 air shocks on front, Viair 380 compressor, 5l air tank

More banana leaves feature on the lift-up bed cover, though this might yet be changed to bamboo. Pick-up bed itself was handmade by the guy who started the project

“It’s a bit of fun that’s been approached with an engineers mind”





The paint on this car is a real treat. It might look like Anthracite with the shine taken off, but it’s actually Audi TT Dolphin Grey, mixed with a dash of satin lacquer to get the right sheen and a hint of pearl so it surprises in the sun

2.1 Type 4 motor is another pleasant surprise in this car. Dual HPMX Webers sit on stubby manifolds and wear 7-inch velocity stacks on custom spacers

WIN
YOUR
Wishlist
WINTER
2015

**£2000** worth of parts to be won this Christmas.
Competition open 1st – 24th December.
For more information visit **www.vwheritage.com/wishlist**

vwheritage

ORIGINAL CLASSIC PARTS

Find the love of your life,
or the life that you love

findmylove.org.uk
Danbury
MotorCaravans

**Danbury**
**MotorCaravans**

New & Used Campervans from £26,000*

**www.danburymotorcaravans.com**
**01454 310 000**

*Danbury VW T5 Transporter 2009, 52,000 miles, 5 seat Surf conversion. Subject to availabilty.

## ORDER FORM

Complete this coupon and send to:
**FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Ltd,**
**Rockwood House, 9-16 Perrymount Road,**
**HAYWARDS HEATH, RH16 3DH** (NO STAMP NEEDED – UK ONLY)

### YES! I would like to subscribe to Volksworld

*Please tick your preferred payment method*

☐ **Pay only £17.99 every 6 months by Direct Debit, saving 36% on the full price of £28.30**
☐ 1 year Cheque/Credit or Debit Card (13 issues), pay only £39.99, saving 29% (full price £56.60)
☐ 2 year Cheque/Cash/Credit or Debit Card (26 issues), pay only £71.99, saving 36% (full price £113.20)

### Your details

Mr/Mrs/Ms/Miss: Forename:
Surname:

If you would like to receive emails from Volksworld and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.

Email:
Address:
Postcode:
Home Tel No: (inc.area code)

If you would you like to receive messages from Volksworld and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.

Mobile No.
Date of Birth: D D M M Y Y Y Y

### I would like to send a gift to:

Please also fill out 'Your Details' above. To give more than one subscription, please supply address details on a separate sheet.

Mr/Mrs/Ms/Miss: Forename:
Surname:
Address:
Postcode:

### Choose from 3 easy ways to pay:

**1.** I enclose a cheque/postal order made payable to Time Inc. (UK) Ltd., for £ ____________

**2.** Please debit £__________ from my: ☐Visa ☐Visa Debit ☐MasterCard ☐Amex ☐Maestro

Card No: ☐☐☐☐ – ☐☐☐☐ – ☐☐☐☐ – ☐☐☐☐

Start Date (Maestro only): M M Y Y
Issue No. (Maestro only): ☐☐☐
Expiry Date: M M Y Y

Signature: Date:
(I am over 18)

**3. Pay only £17.99 every 6 months by Direct Debit (UK only)**

**Instruction to your Bank or Building Society to pay by Direct Debit**
**For office use only. Originator's reference - 764 221**
DIRECT Debit

Name of Bank:
Address:
Postcode:
Account Name:
Sort Code: ☐☐☐☐☐☐
Account No: ☐☐☐☐☐☐☐☐

Please pay Time Inc. (UK) Ltd. Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd. and if so, details will be passed electronically to my Bank or Building Society.

Signature:
(I am over 18)
Date:

Offer open to new subscribers only. Final closing date for all orders is **2nd February 2016.** Orders purchased as a gift before the 11th December 2015 will start with the February 2016 issue published in January. All gift orders purchased after this date will begin with the first available issue. If you would like your gift subscription to start with an earlier issue please contact customer services on 0330 333 0233. Orders purchased for yourself will start with the next available issue – please allow up to 6 weeks for delivery. The full subscription rate is for 1 year (13 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. Direct Debit offer is available to UK subscribers only. For enquiries and overseas rates contact magazinesdirect@quadrantsubs.com or call +44 (0) 330 333 0233. *The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. (UK) Ltd reserves the right to withdraw free access to the digital version at any time. The *Rewards* scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. Digital subscribers also get access as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Full terms and conditions are available at mymagazinerewards.co.uk. For enquiries contact rewards@quadrantsubs.com or call 0330 333 0233 between 08.30am to 17.30pm (GMT) Monday to Friday. Time Inc. (UK) Ltd who publish Volksworld, will collect your personal information to process your order. Time Inc. (UK) Ltd would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd ☐. Time Inc. (UK) Ltd may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted ☐. Time Inc. (UK) Ltd would like to send messages to your mobile with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive messages please tick here ☐. Time Inc. (UK) Ltd would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here ☐.

a gift for you

****A Christmas card will be sent to all gift orders received by 11th December 2015 (either by email or post) so that you can send it on to the recipient before Christmas.**
If you supply an email address your order will be acknowledged by email and you will be given the option to download a Christmas card or request one by post. If you do not supply an email address you will automatically be sent a postal Christmas card.

**CODE: BUA5**

# The perfect Christmas gift from £17.99

Over 50 titles
One for them, one for you
Buy two or more online and get £5 off

☎ **0330 333 4555**
**Quote code: BUA5**
7 days a week from 8am to 9pm (UK time)

UK Cal Looker
Old School '61 Beetle
'63 Patina Split
Aged to perfection
VOLKS WORLD
'64 SQUAREBACK
AS GOOD UNDERNEATH AS IT IS ON TOP! ONLY DIFFERENT...
Flying the late model flag
EARLY BEETLES ARE SO LAST YEAR!
Save up to 36%
THE BEAST OF VIENNA:
The Burning Steamroller!
PLUS
HOW TO
Trace and fix ignition switch faults
VW HISTORY
Legendary illustrator Pascal Meslet
STAFF PROJECTS
Removing the camping interior of a '73 Riviera
SCUMRUN BAJA
Fitting the engine and re-wiring

**magazines direct**.com/BUA5

## Treat yourself or a loved one to a magazine subscription this Christmas

- **Go Digital! Download your magazine right away -** every subscription includes access to the digital version for iPad and iPhone*
- **FREE Christmas Card -** to give to your friend or family member to announce their gift**
- **Exclusive Subscriber Rewards -** every month enjoy new offers, giveaways and prizes at volksworld.com/rewards
- **Convenient home delivery -** on all magazine subscriptions

## Hurry! Order your magazine today and get Christmas all wrapped up!

Subscribe online at
**magazinesdirect.com/BUA5**

**Complete the coupon opposite**

THE DIRECT DEBIT GUARANTEE: This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits • If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. • If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society – If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd asks you to • You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

# Action speaks louder than…

## VW Action blends racing, partying and showing into the perfect VW weekender

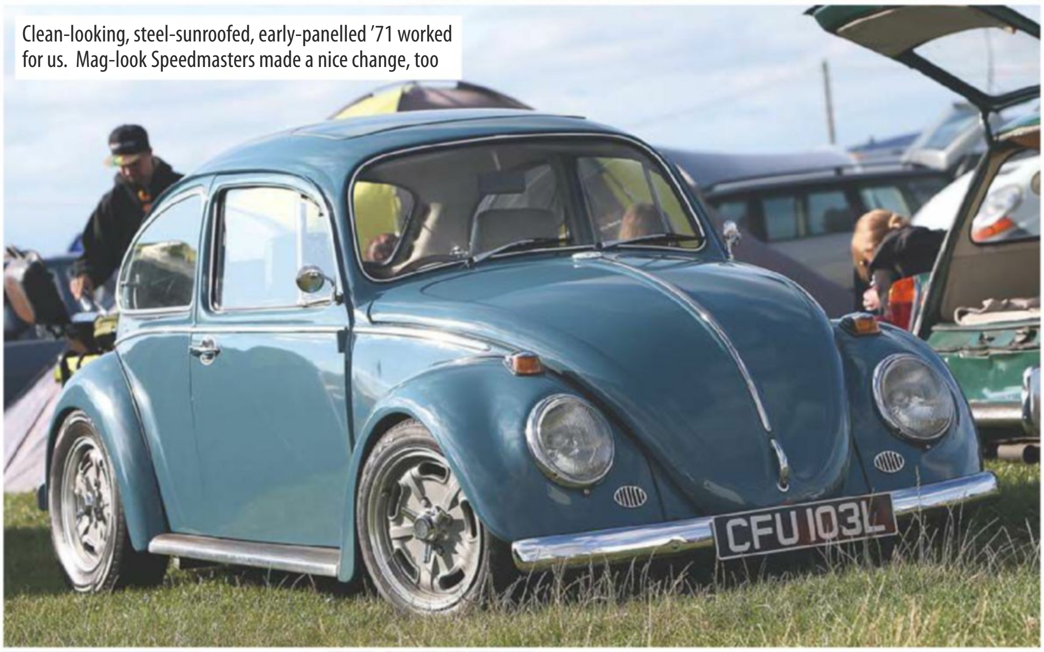
**Words** Jimbo Wallace **Photos** Julian Hunt

Friday 21 to Sunday 23 August welcomed one of our seasonal favourites back to Santa Pod for the annual festival of family VW fun, 24-hour party people and some explosive drag strip action. The Saturday VWDRC rounds and invited pro racers put on a fantastic display of burnt rubber, fried clutches and mangled CV joints, with a host of specially invited German water-cooled chaps running in the mid-8s in their incredible street legal early Polos and Golfs.

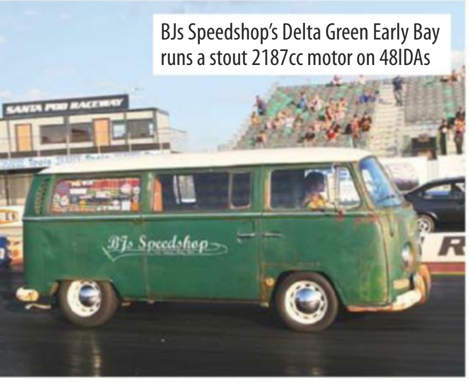
Show-wise, there was a great selection of both air and water-cooled metal to choose from, with my personal favourites being Dave Forder's mind blowing German Looker (Best Engineering) and Shaun Howe's House of Kolor'd masterpiece (see p20) scooping the Best Custom Air-Cooled gong.

Action is a show that can't be missed, so gather up your pals, ready that BBQ and get yourself there in 2016.

Bacon butty outside your sweet 13-window. What could be better?



Clean-looking, steel-sunroofed, early-panelled '71 worked for us. Mag-look Speedmasters made a nice change, too



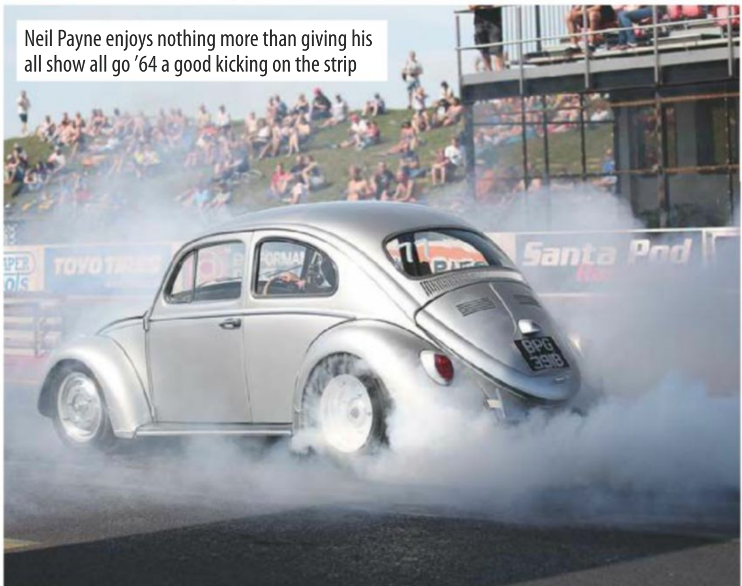
BJs Speedshop's Delta Green Early Bay runs a stout 2187cc motor on 48IDAs

As always, Action had a selection of drag cars over from Europe

Xtreme Flat4.com
223
Lady Marmelade

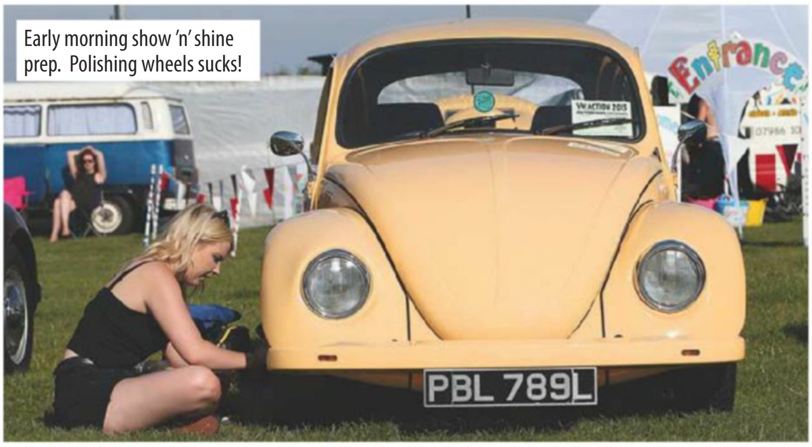
Ever get the feeling you're being watched?

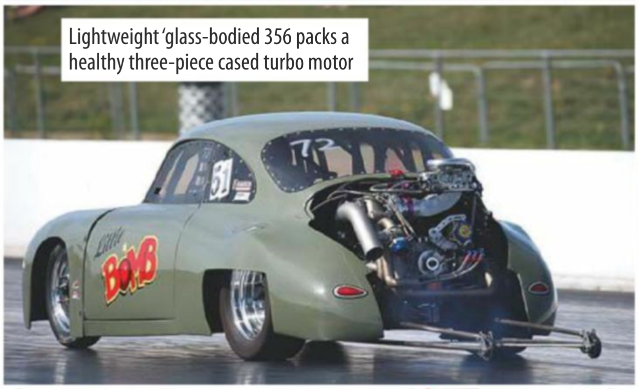
Lucas Daglish's '55 Oval's consistent wheelies are a real crowd pleaser



Neil Payne enjoys nothing more than giving his all show all go '64 a good kicking on the strip

Wayne Allman's Mental Breakdown. Enough said


Early morning show 'n' shine prep. Polishing wheels sucks!


Lightweight 'glass-bodied 356 packs a healthy three-piece cased turbo motor

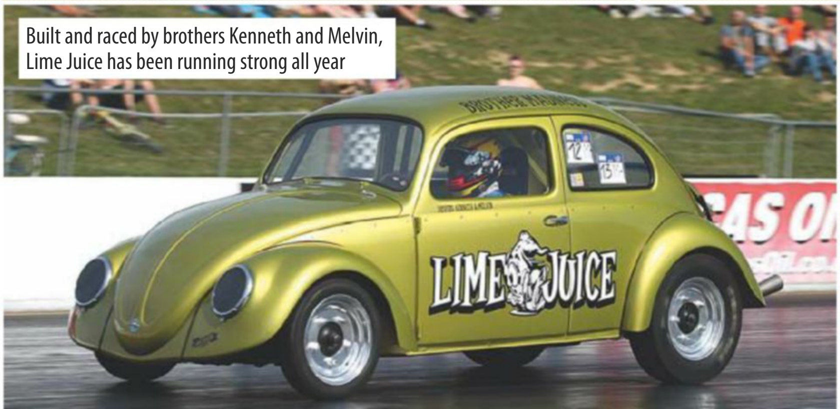
Pete Morley's Cal Look '67 sunroof is period perfect and is currently up for sale for sensible money

Swapmeet had a decent turnout

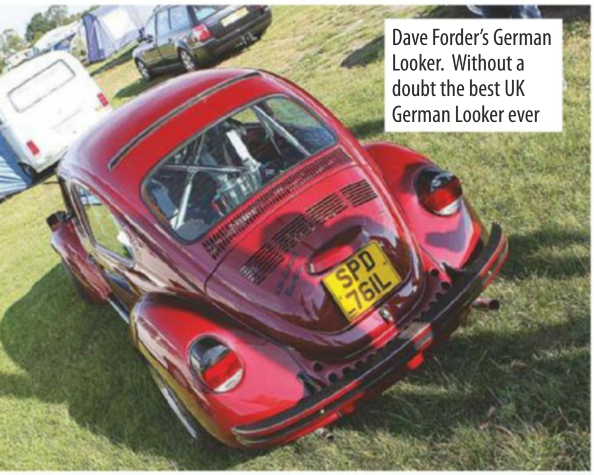
Reach for the lasers. There's something for everyone at Action, including the 24-hour party people

Marco deWaal's Vintage Speed-styled Oval ragtop looks a whole lot of fun

Show 'n' shine had something for everyone, from Volksrods rods to tidy stockers


Built and raced by brothers Kenneth and Melvin, Lime Juice has been running strong all year

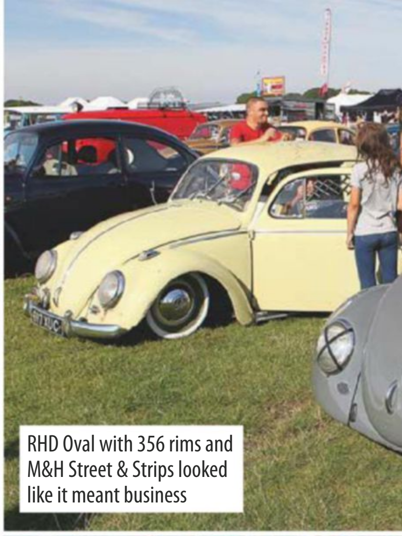
Can't afford a real Split? Get a mini one! Dove Blue Panel version was super cool



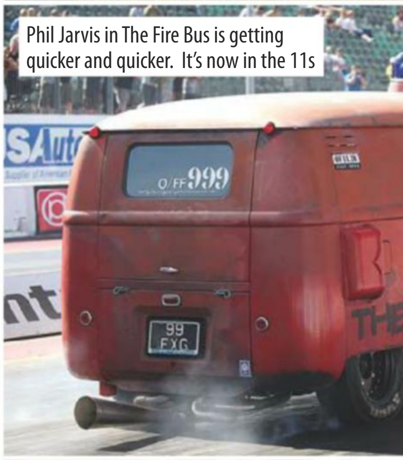
Dave Forder's German Looker. Without a doubt the best UK German Looker ever

UNDERGROUND
LLH 835K

Mods and Rockers theme went down well



RHD Oval with 356 rims and M&H Street & Strips looked like it meant business



Phil Jarvis in The Fire Bus is getting quicker and quicker. It's now in the 11s

NGK SPARK PLUGS
NGK SPARK PLUGS
AUTO GLYM
DREAM MACHINE
OWEN

Side-by-side smokey burnouts as dusk falls. We love VW Action's night racing

Patina'd Resto Cal loaded with accessories sat really well

FEUER WEHR
JTR 181D

Banded steels look hard on this ex-German fire Bus

DREAM MACHINE
386 UYL

Andy Morgan and Rodent Racing's Chez were shaking down this beast of a Panel. Expect big things to come

Beers in the pits after a hard days racing

Double tough Pro Turbo Notch was a new car to us

GEKOtuning

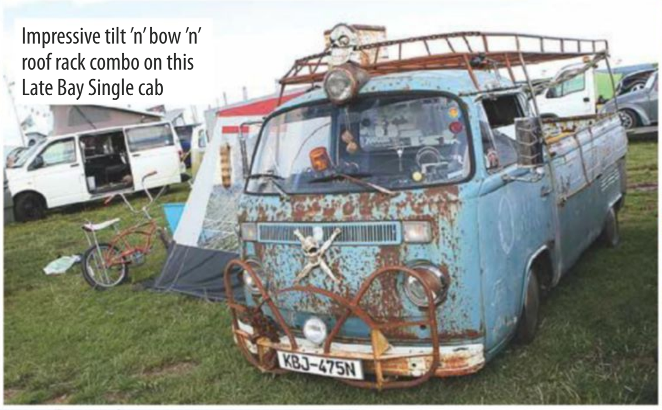
Pretty 13-window on Sprint Stars chilling in the campsite

OFF 71
www.serial-kombi.com
OUTLAW

Turbo Ghia getting two wheels in the air, just not the front two!

184 UYH
TOYO

Andy Morgan's support Bus is pretty cool, too



Impressive tilt 'n' bow 'n' roof rack combo on this Late Bay Single cab

Tough-looking late model on Gas Burners looked cool

Best of Show at *VolksWorld*, last month's cover car, Europe's Most Beautiful VW and 13-second quarters. Neil Ellis' '59 ragtop does it all

Patina crew: ribbed bumper 15-window, super slammed Early Bay and slammed late Split rubbing sholders on the show field

With his sights set on a 10, naturally aspirated, Graham Raw's lovely VW-powered slingshot is getting there, an 11.3 at 117mph being his best so far

Retro Restoration
and performance
Est$^{d}$ 2009

From show standard restorations,
to general repairs and maintenance.

Brownhills, West Midlands
07736248020

www.retroperformance.co.uk
www.facebook.com/retroperformance

MEGABUG

NEW & SECOND HAND VOLKSWAGEN PARTS

SAVE MONEY

WITH A MEGABUG PACKAGE DEAL

BRAKES • ENGINE PARTS • PEDALS & LINKAGE • RUBBERS & SEALS • SERVICE PARTS

There are great savings to be made on many of our 1,000s of new and second hand VW parts, so now's the time to check out our website for the latest deals. And if you can't see a package that suits you, simply drop us an email at **info@megabug.co.uk** with your requirements and we'll personally tailor a great deal, just for you.

**0208 317 7333 • megabug.co.uk**

**Unit 3 • Whitehart Road • London • SE18 1DG**

**twitter.com/Megabug_vw** **facebook.com/megabug** **0208 317 7333**

Alfredo with his company car during his time with Volkswagen

# Alfredo Marcantonio

## *VolksWorld* meets the man who masterminded Volkswagen's advertising during the early 1970s and, inspired by his experiences, went on to produce one of the best VW books ever

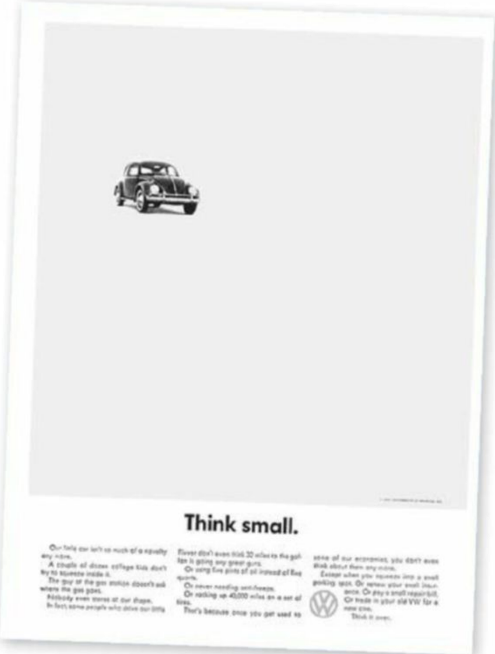
**Words** Richard Gunn **Photos** Courtesy of Alfredo Marcantonio and Richard Gunn

"To me, it was magical. Those ads cast a spell on me." Like so many people, Alfredo Marcantonio found himself captivated and inspired by Volkswagen's advertising during its golden air-cooled era. However, unlike most people, he was lucky enough to find himself right in the centre of the action, as Volkswagen UK's advertising manager during the first half of the 1970s. His role was planning, organising and running VW's ad campaigns, at a time when the marque was becoming firmly established in Britain and shortly after Doyle Dane Bernbach (DDB), the agency responsible for so much brilliant VW advertising in America, had taken over the British side of things, too. What a time to be working for the company. And in such a position. It gave him a passion for VW and its products that persists to this day, and also led to him co-authoring the definitive book on how the company sold itself.

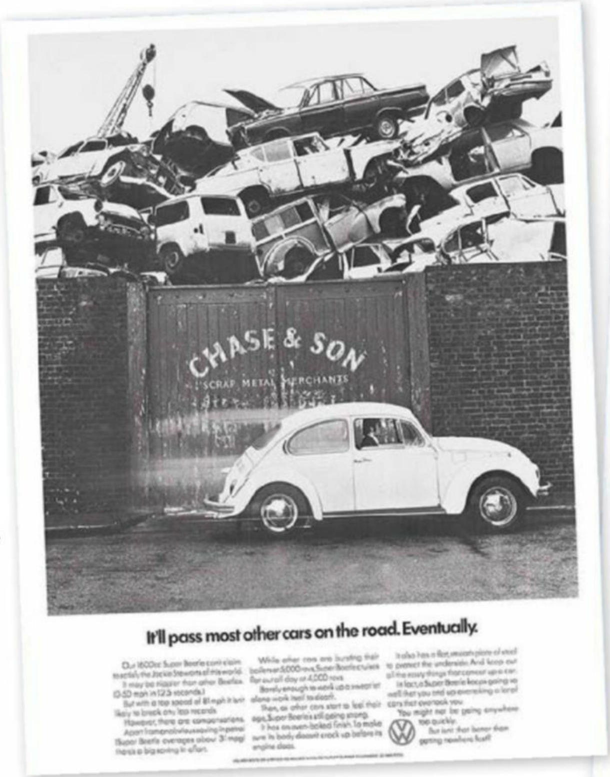
> "There were so many outstanding concepts"

Born in 1947 into an Italian family who owned an ice cream factory and café in Lambeth, Alfredo's initial enthusiasm was for rear-engined cars of a different breed. "Like any young man, I got into cars; I used to go with a couple of pals club racing at Brands Hatch during the mid-1960s. I had a Fiat Abarth 850. All my pals had Mini Coopers, so I thought I'd do the Italian equivalent instead. Very famously, they used to overheat, so I used to prop the rear engine lid open. So many people used to flash and hoot that I ended up having a rear window sticker made saying, 'Yes, I know my bootlid is open!'"

As "a young mod" working for Colt Heating and Ventilation, the 22-year-old Alfredo was encouraged to apply for a job at Volkswagen by a friend who already worked there. "He loved it and found it so exciting because things were being done in an interesting way. I arrived in the autumn of 1969, at Volkswagen's newly-built, state-of-the-art headquarters in the middle of a roundabout in Purley, Surrey. I started working in parts marketing, on promotions, and came to the notice of a man called

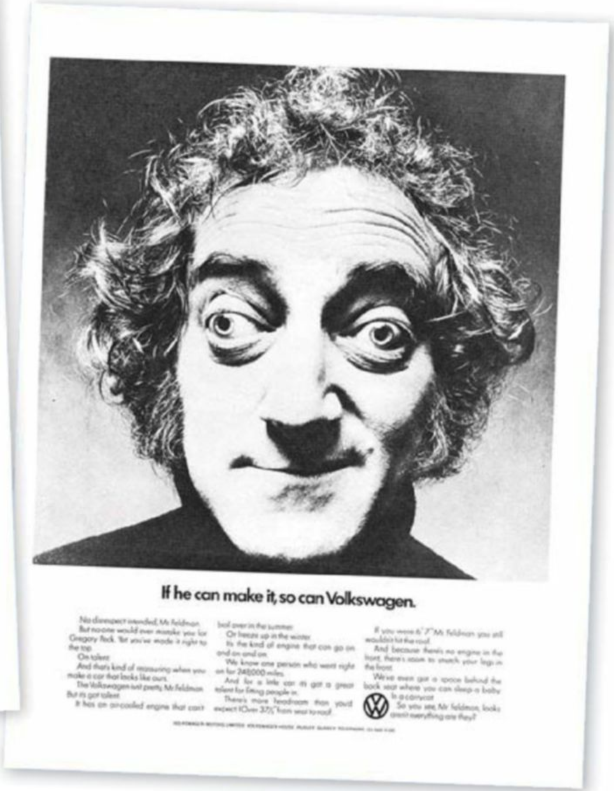

Think small.

The 'Think small' series of ads, from 1961, were voted the greatest advertising campaign of the 20th century


CHASE & SON
SCRAP METAL MERCHANTS

It'll pass most other cars on the road. Eventually.

This British advert played on the Beetle's robustness, particularly in comparison to the dismal products of the British motor industry of the time



If he can make it, so can Volkswagen.

We assume Mr. Feldman approved this UK market advert. When you read the words, though, it's more complementary than it first appears

Alan Priest, the advertising boss. Impressed by some of the things I'd done, he asked me to join the main advertising department."

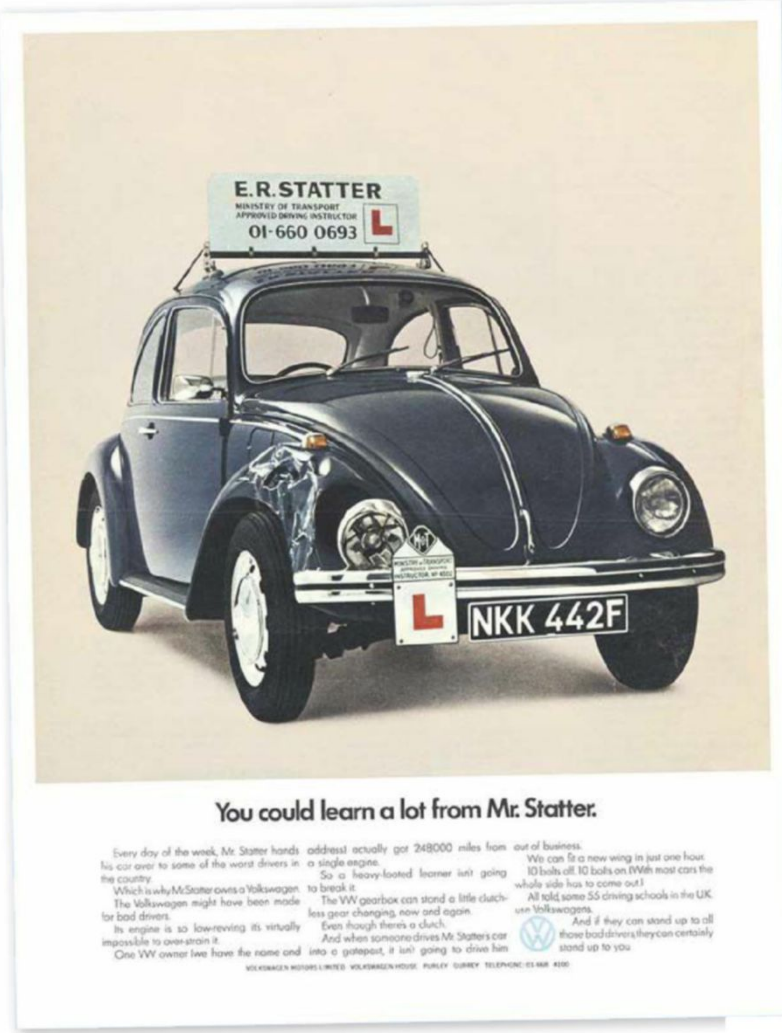
Alfredo found himself working directly with DDB, so enormously successful in the USA from the 1950s onwards and now working similar wonders over here. Its creative director was David Abbott, who would later co-author *Remember Those Great Volkswagen Ads?* with Alfredo. "David would come down from the Baker Street offices with his ads to see Alan and then, after they'd left, I'd rush in to see what magical ad layouts he'd brought in. There were so many outstanding concepts, just as good in their way as the American work."

In 1973, his dream came true when he scored the top job as VW's advertising manager himself, after Alan Priest, plus other prominent members of management, left to start Mazda in Britain. It was a fairly meteoric rise, after only four years with the company. But his tenure was short lived. He stayed for around two years, until Volkswagen and Audi merged their operations in the UK and Audi's advertising manager was given overall responsibility. "It's not that I was miffed – he was older and more experienced than I was," explains Alfredo. "But I'd fallen in love with advertising so much that I wanted to go off and become a copywriter myself. I felt this was the green light to go and do that."

## A proud moment

His role at Volkswagen had been overseeing whole campaigns rather than creating them, although he'd practised by writing brochures, "mimicking the DDB style. The agency even nicked one of my headlines, for the 1303 Super Beetle, which was 'We've made so many improvements, they're beginning to show.' It was an incredibly proud moment for me, and gave me all the encouragement I needed to go off and write, the final nail in my ad manager's coffin."

Thanks to TV shows like *Mad Men*, a rather glamorous and tempestuous picture has been painted of the world of advertising. But it wasn't like that at Volkswagen UK, under the watchful eye of its innovative but somewhat regimented managing director, Alan Dix. Alfredo remembers it being demanded that desks were cleared every night so they could be properly cleaned. "He had an idea that, if you


E.R. STATTER
MINISTRY OF TRANSPORT APPROVED DRIVING INSTRUCTOR
01-660 0693
L
NKK 442F

You could learn a lot from Mr. Statter.

Every day of the week, Mr. Statter hands his car over to some of the worst drivers in the country.

Which is why Mr. Statter owns a Volkswagen.

The Volkswagen might have been made for bad drivers.

Its engine is so low-revving it's virtually impossible to over-strain it.

One VW owner (we have the name and address) actually got 248,000 miles from a single engine.

So a heavy-footed learner isn't going to break it.

The VW gearbox can stand a little clutch-less gear changing, now and again.

Even though there's a clutch.

And when someone drives Mr. Statter's car into a gatepost, it isn't going to drive him out of business.

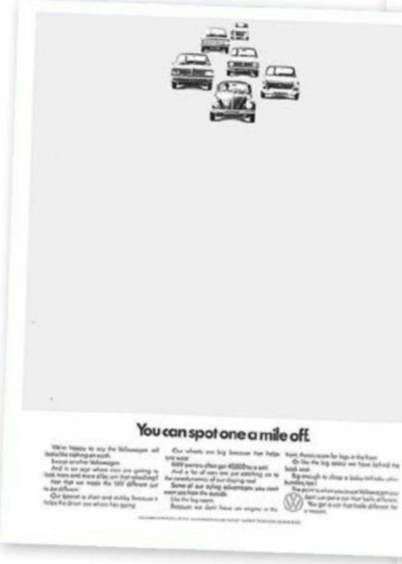
We can fit a new wing in just one hour. 10 bolts off. 10 bolts on. (With most cars the whole side has to come out.)

All told, some 55 driving schools in the UK use Volkswagens.

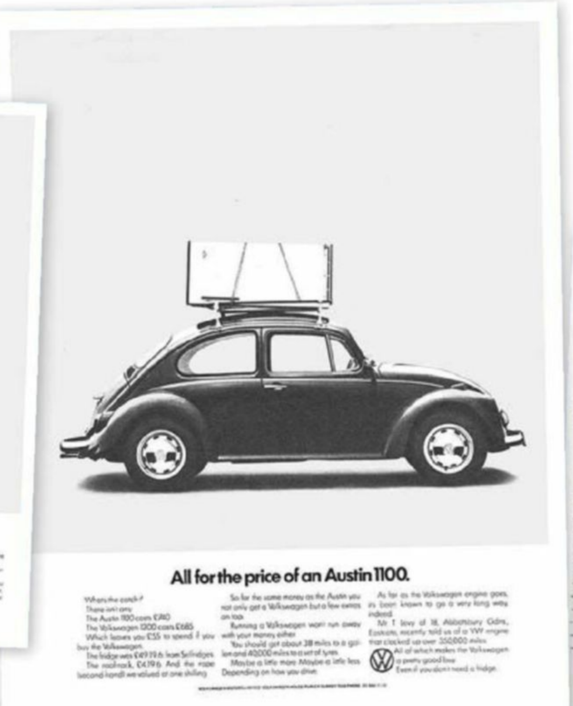
And if they can stand up to all those bad drivers, they can certainly stand up to you.

VOLKSWAGEN MOTORS LIMITED VOLKSWAGEN HOUSE PURLEY SURREY TELEPHONE: [illegible]

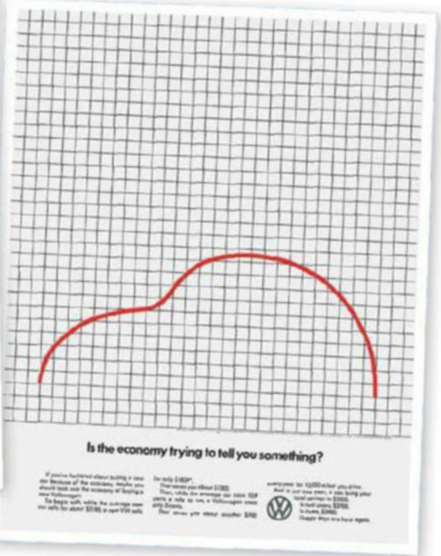
This driving school advert, which ran in Britain, was inspired by a comedy record. Teaching people to drive in a Beetle could obviously be a little dicey for Mr. Statter


You can spot one a mile off.

Putting a positive spin on the Beetle's looks not being updated much since the 1930s. But this 1968 ad might have been less effective if it had also featured the Citroën 2CV, Morris Minor and Fiat 500


All for the price of an Austin 1100.

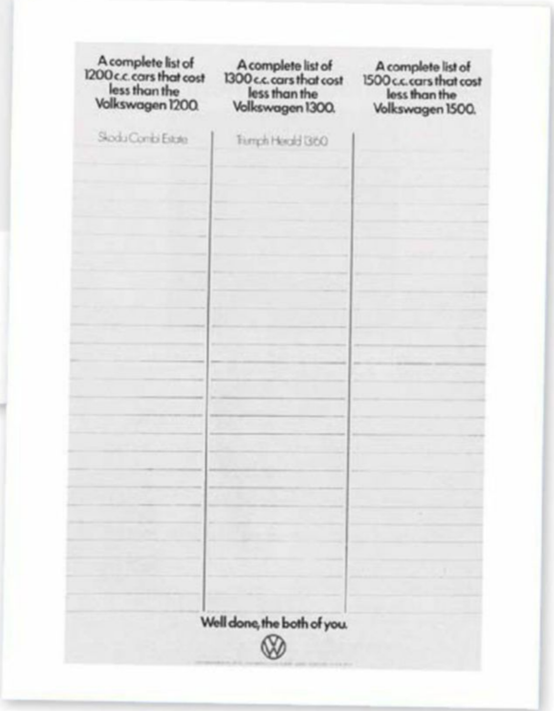
British Leyland was apparently furious about this late 1960's effort, which pitched the Beetle directly against the Austin 1100. We'd still choose the Volkswagen, even without the fridge (£49 19s 6d), roof rack (£4 19s 6d) and rope (1s) thrown in


Is the economy trying to tell you something?

With the UK economy in decline, a British version of this advert parodying the downward trend proved a little too subtle for some members of the public

They said it couldn't be done. It couldn't.

Sometimes, even Volkswagen had to admit the Beetle wasn't for everybody…


A complete list of 1200 c.c. cars that cost less than the Volkswagen 1200.

Skoda Combi Estate

A complete list of 1300 c.c. cars that cost less than the Volkswagen 1300.

Triumph Herald 13/60

A complete list of 1500 c.c. cars that cost less than the Volkswagen 1500.

Well done, the both of you.

The Skoda Combi estate and Triumph Herald 13/60 were congratulated by Volkswagen for being cheaper in their class than the Beetle. Nevertheless, the faint praise probably didn't do that much for their sales

clear your desk at night, you look at everything and, if there's something urgent that needs doing, then you did it. He was a real dictator in that way, but a very benign one. If he caught you working late… I still remember his booming Danish voice: "Marcantonio, you know it's nearly 7.30pm. Why are you still here? Either you haven't correctly judged your staff needs or you're a very bad delegator." He'd frighten you into *not* working late. He was a remarkable man."

## UK idiosyncrasies

There were other Volkswagen UK idiosyncrasies, remembers Alfredo. "They'd sold the Karmann Ghia very successfully in America, but it hadn't been so great in the UK. It was quite an unusual market here as it looked like a sports car but didn't have the performance of a sports car. Tom Buchanan, the marketing boss, suggested bringing in a couple of thousand cars. But I think he had the hots for two-tone cars, so all the cars that came in were two-tone. I've had people come up to me at various points since to ask why nearly all the 1971/ '72 Karmann Ghias in Britain were duo-tone with leatherette upholstery. That's why, and because he didn't like cloth seats. We did a mailer for the Karmann Ghia aimed at people like architects, designers and hairdressers who we thought would like it, because of its looks."

> "British advertising was very much a child of the American campaign"

Under Alfredo, some superb adverts appeared in this country, one of his favourites being one that showed a picture of the, er, rather distinctive-looking comic actor, Marty Feldman, with the caption, 'If he can make it, so can Volkswagen'. The politically correct brigade would surely set Twitter and Facebook alight if such an ad was to appear today. Another is the one showing a damaged driving instruction school Beetle, inspired by a Bob Newhart track from a comedy album. One that accidentally caused great problems for the Volkswagen importer, which also distributed British Leyland cars, was 'All for the price of an Austin 1100' – a witty but direct attack on a UK competitor. "When Lord Stokes, the boss of BL, saw it he went apoplectic. He threatened to withdraw the distributor's franchise if it ran again." Trouble was, the ad had already gone to print for *The Mirror* magazine. The suggestion – perhaps not entirely seriously – was that all the copies of the magazine could be bought up before the infamously crusty Lord Stokes got to see it.

DDB's adverts were legendary for their cleverness and subtlety, sometimes a little too much so for some members of the public. "There's one showing a graph line that mimicked the car's shape, under the caption 'Is the economy trying to tell you something?' I came into work to find a letter with the ad folded up inside. Somebody had drawn in a Beetle under the curve on the graph and the letter said 'Dear Sir. I don't know if you've noticed, but the line on the ad looks remarkably like the shape of your car. I've drawn it in to show you what I mean.' Isn't that classic?"

Not every letter was so innocent though. Even 30 years after the end of the war, the ad department at Purley still regularly received anti-German letters.

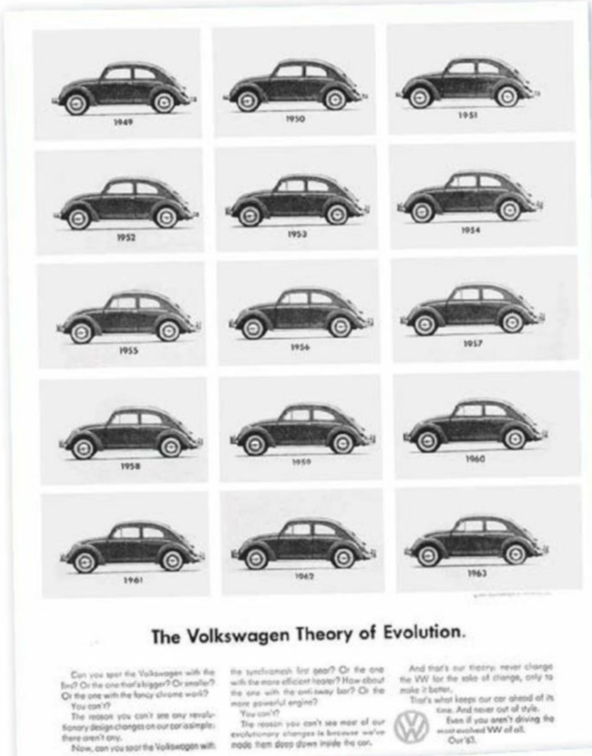
## The *Mad Men* era

"The British advertising was very much a child of the American campaign," believes Alfredo. "When that came along in the US, it was like nothing that had ever happened before. Advertising in the 1950s just utterly praised the products, and ones for cars were the worst offenders. You had all these beautiful girls draped on the cars, or spotlights to give the impression it was a movie set, or outside a vast mansion – it was the *Mad Men* era. It was DDB that pioneered the idea of telling it like it was, very much swimming against the tide. Their whole approach was to do something dramatic, different and honest."

It's occasionally been said that Volkswagen's early advertising was so stark and minimal because it didn't have the big budgets of its rivals in the USA. Alfredo disagrees. "I'd hammer that one securely on the head. If Volkswagen had wanted to do something exotic, big shoots and in colour, they would have done it. They did what they did because it was an embodiment of the product itself. The car was simple, uncluttered, well-engineered and no-nonsense. That was the nature of the Beetle, and so was the advertising. It was very much responsible for Volkswagen's growth. People would walk into dealerships, trading headlines from the ads, and they'd also discuss them by water coolers in offices. It seemed to catch the zeitgeist of the time."

He regards perhaps the two most famous DDB Volkswagen ads, 'Think Small' and 'Lemon', as pretty remarkable. "They're so un-American. In Europe, we always think of America as big, brash, shiny. 'Lemon' is a really denigrative word, so to put that under what is not an attractive-looking car was really brave. The other ad, 'Think Small', well, in the USA everybody thought big. So that too had a major impact. It probably wouldn't have worked in Britain because our cars were about that size anyway. Another one I especially like is the Wilt

This 1963 advert would still have worked for another 40 years, right the way through until 2003. Actually there were differences, you just had to look very, very closely


1949
1950
1951
1952
1953
1954
1955
1956
1957
1958
1959
1960
1961
1962
1963

The Volkswagen Theory of Evolution.

Can you spot the Volkswagen with the fins? Or the one that's bigger? Or smaller? Or the one with the fancy chrome work?

You can't?

The reason you can't see any revolutionary design changes on our car is simple: there aren't any.

Now, can you spot the Volkswagen with the synchromesh first gear? Or the one with the more efficient heater? How about the one with the anti-sway bar? Or the more powerful engine?

You can't?

The reason you can't see most of our evolutionary changes is because we've made them deep down inside the car.

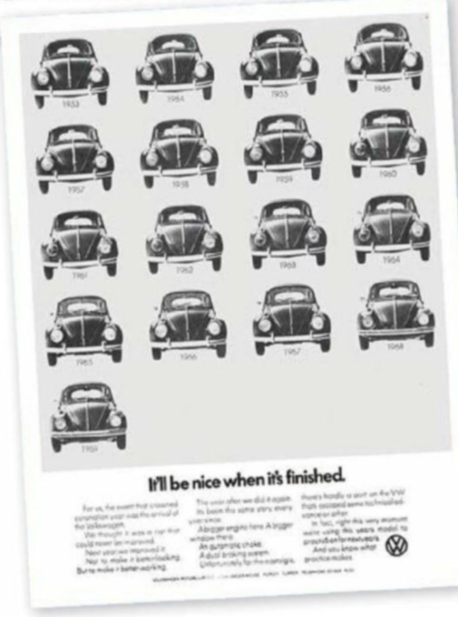
And that's our theory: never change the VW for the sake of change, only to make it better.

That's what keeps our car ahead of its time. And never out of style.

Even if you aren't driving the most evolved VW of all.

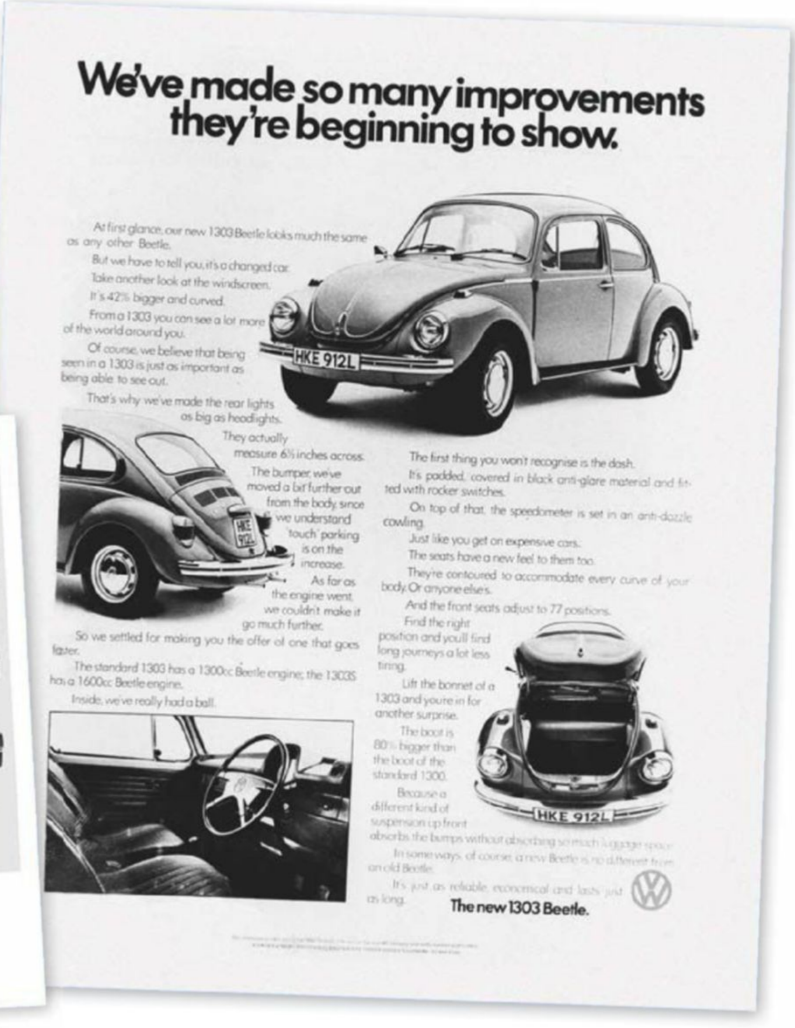
Our '63.

Another variation on the 'evolution' theme. Of course, as any owner knows, a Beetle is never truly finished.



It'll be nice when it's finished.

Alfredo himself came up with the headline for this 1973 effort for the 1303 Beetle. You couldn't fool anybody with that 42 per cent bigger and curved windscreen, you know



We've made so many improvements they're beginning to show.

At first glance, our new 1303 Beetle looks much the same as any other Beetle.

But we have to tell you, it's a changed car.

Take another look at the windscreen.

It's 42% bigger and curved.

From a 1303 you can see a lot more of the world around you.

Of course, we believe that being seen in a 1303 is just as important as being able to see out.

That's why we've made the rear lights as big as headlights.

They actually measure 6½ inches across.

The bumper, we've moved a bit further out from the body, since we understand 'touch' parking is on the increase.

As far as the engine went, we couldn't make it go much further.

So we settled for making you the offer of one that goes faster.

The standard 1303 has a 1300cc Beetle engine; the 1303S has a 1600cc Beetle engine.

Inside, we've really had a ball.

The first thing you won't recognise is the dash.

It's padded, covered in black anti-glare material and fitted with rocker switches.

On top of that, the speedometer is set in an anti-dazzle cowling.

Just like you get on expensive cars.

The seats have a new feel to them too.

They're contoured to accommodate every curve of your body. Or anyone else's.

And the front seats adjust to 77 positions.

Find the right position and you'll find long journeys a lot less tiring.

Lift the bonnet of a 1303 and you're in for another surprise.

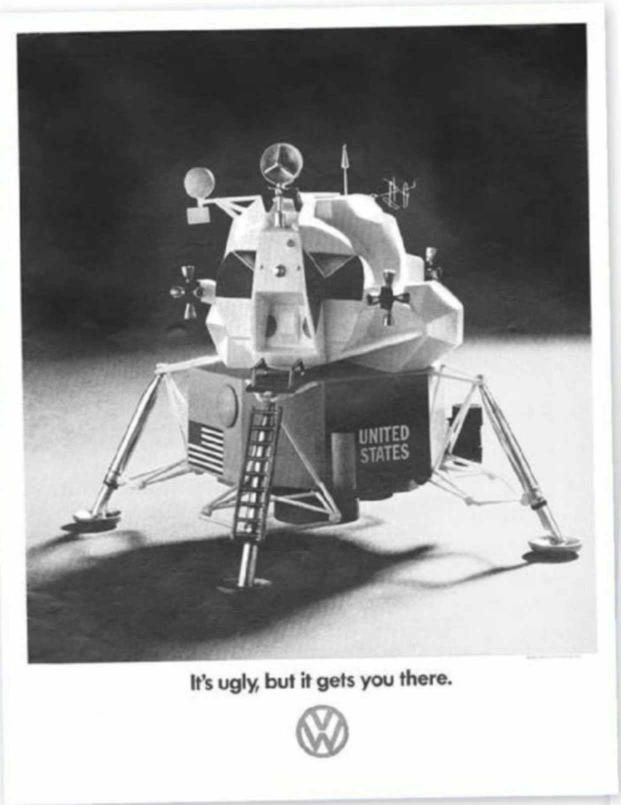
The boot is 80% bigger than the boot of the standard 1300.

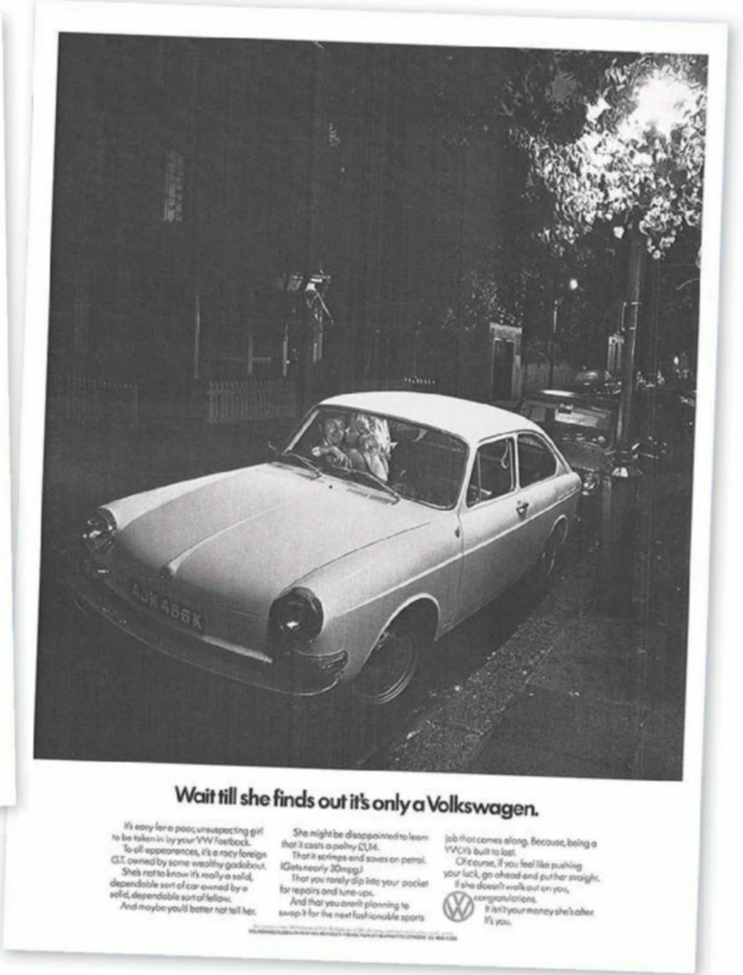
Because a different kind of suspension up front absorbs the bumps without absorbing so much luggage space.

In some ways, of course, a new Beetle is no different from an old Beetle.

It's just as reliable, economical and lasts just as long.

The new 1303 Beetle.





It's easy for a poor, unsuspecting girl to be taken in by your VW Fastback.

To all appearances, it's a racy foreign G.T. owned by some wealthy gadabout.

She's not to know it's really a solid, dependable sort of car owned by a solid, dependable sort of fellow.

And maybe you'd better not tell her.

She might be disappointed to learn that it costs a paltry £1,114.

That it scrimps and saves on petrol. (Gets nearly 30mpg.)

That you rarely dip into your pocket for repairs and tune-ups.

And that you aren't planning to swap it for the next fashionable sports job that comes along. Because, being a VW, it's built to last.

Of course, if you feel like pushing your luck, go ahead and put her straight.

If she doesn't walk out on you, congratulations.

It isn't your money she's after. It's you.

^ No further words were necessary to make this 1969 masterpiece. A Beetle might not be able to get you to the moon, but it could easily go the distance on earth

^ Perhaps a little over optimistic (and not a little sexist) about the charms of the VW Fastback, but it was the 1970s

Chamberlain advert, showing a 7ft1 American basketball player trying to squeeze into a Beetle with the text 'They said it couldn't be done. It couldn't'. But the ad pointed out that somebody 6ft7 could manage it with ease. There's a Bus one too, headlined 'Somebody actually stole one', which, of course now, has an unintended irony."

## Tactical advertising

The style of the VW campaigns in America eventually became so recognisable that there was no need to even show the cars, such as the one just featuring an Apollo moon capsule with the caption 'It's ugly, but it gets you there.' "That started a trend of tactical advertising, where you know something is about to happen, or has happened, and you quickly run an advert piggy-backing off it, and get more kudos."

Following his stint at VW, Alfredo went off to be a copywriter himself, joining a small agency that looked after Mercedes-Benz trucks. He gradually moved up through bigger organisations including French Gold Abbott, started by David Abbott, previously of DDB, before founding his own agency, which is still going strong today. But Alfredo's affection for VWs has remained, ultimately leading him to compile his book collecting the marque's classic ads, along with David Abbott. David's connections with DDB proved invaluable in producing that first edition, especially as DDB had lost much of its archive in a fire.

> "It seemed to catch the zeitgeist of the time"

"I knew a lot of people collected the ads. I eventually came across a book in Scandinavia with hundreds of ads in, the author of which had lots of friends who had collections, which I also borrowed. That's how the first book came together, in 1982." The latest edition uses high quality digital reproduction, which meant all the ads had to be found again. That took about 18 months. "In the process of doing that, we also found about a hundred new ads, too," recalls Alfredo.

While out in Los Angeles, he also tracked down Perrin Lam, the son of the now deceased designer of the billboard poster campaigns. "His father had taken 35mm snapshots of all the billboards when they were up, and we were able to use those, too. So this is the first time, ever, that there is a record of the billboard campaign."

There's sure to be more adverts out there to find, and we have no doubt Alfredo Marcantonio will track them down, for the next edition of what is undoubtedly our favourite VW book ever. ■

Room with a view.

v One of the American billboard posters for the Type 2. Who wouldn't want a view like this?

# BROMSGROVE AUTO TRIMMERS

*Welcome to Bromsgrove Auto Trimmers, specialist in Volkswagen interior trimming. From headlinings, seats, door cards, beds, carpets, we cover it all.*

In our fully equipped workshop where all vehicles are fully insured and locked up, you will find a large range of fabrics to choose from, always having work in progress for you to see just what we can do.

Our website has a multitude of pictures of our work and is updated weekly. You can check out our customers rides and our own vehicle projects, so you know that we know what it is to own a VW and restore it. VW's are not only our job, but also our hobby.

We are very proud that many of our customer vehicles have been showcased in VW magazines, and award winners at shows

Trimming with pride since 1981 we are professional, and competent in what we do.

Customer service is top of our list, and we will take time to help you decide on your interior design.

Only 3 miles from junction 5 M5 – 3 miles from junction 1 M42

**Tel 01527 576643**

Email: info@bromsgroveautotrim.com
www.bromsgroveautotrim.com
Unit 9, Sanders Road Industrial Estate,
Bromsgrove, Worcester B61 7DG

Vintage Restorations

EVIL BEN'S

www.evilbens.co.uk

Now in Glorious Technicolour

PAINT SHOP
NOW OPEN

Introducing our in-house paint shop. Evil Ben's now offer precision modification, full restoration and paint

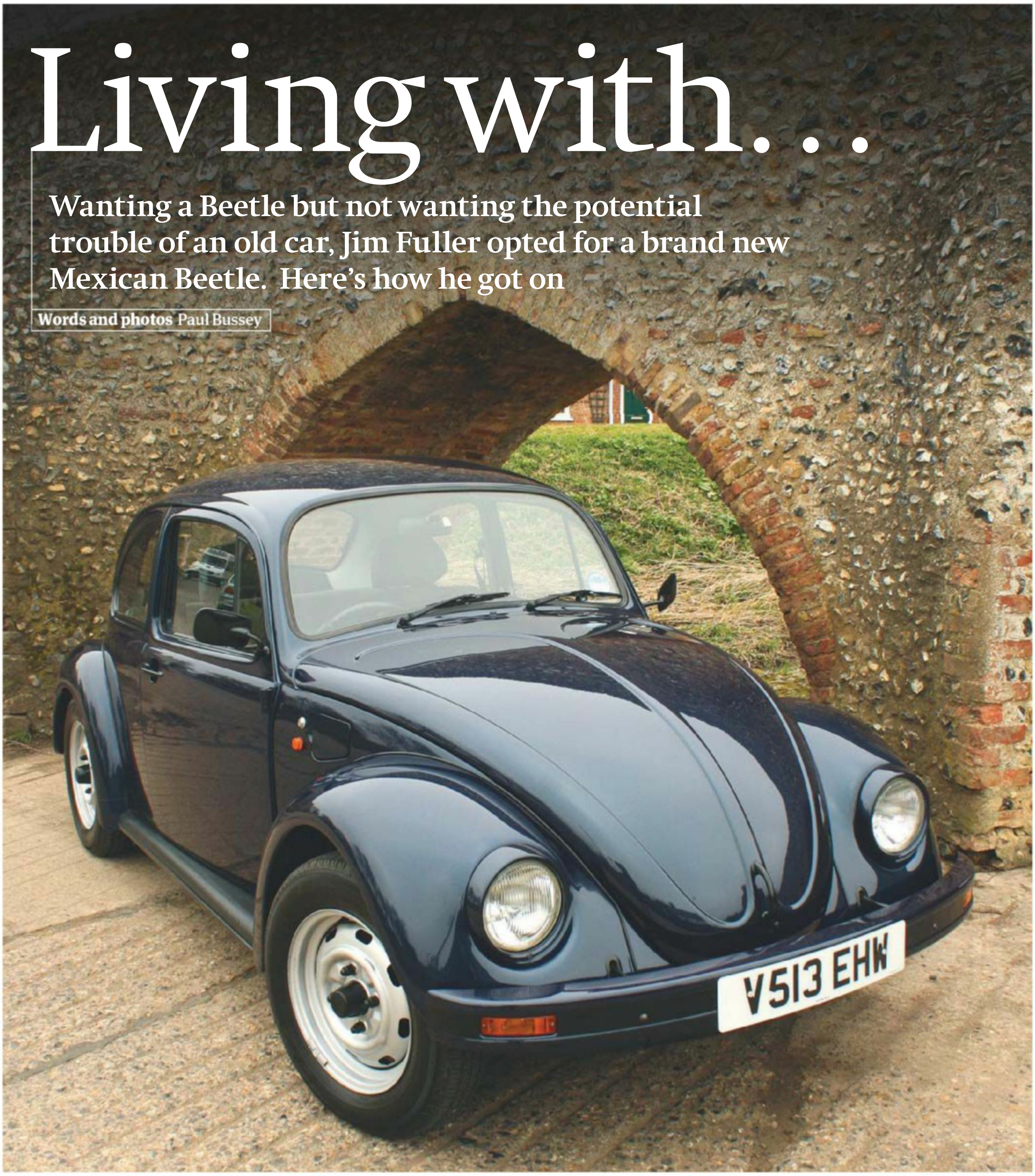
Call: 07929 726 351

Email: ben@evilbens.co.uk

# Living with. . .

**Wanting a Beetle but not wanting the potential trouble of an old car, Jim Fuller opted for a brand new Mexican Beetle. Here's how he got on**

**Words and photos** Paul Bussey



Beetle ownership came fairly late in life for Jim Fuller. He's always been a classic car enthusiast, and always harboured a desire to one day own a Beetle, but had just never quite got round to it. "It's the styling I love. They've stood the test of time better than almost any other car, gradually evolving over the years to become an icon, a legend of world motoring. And that distinctive exhaust note whistle is so endearing," enthuses Jim. "Every time I was out and about and saw a Beetle parked anywhere, I just had to go and have a closer look." The reasons why it took him so long to take the plunge were simply spending money on other things, getting married and thinking a Beetle wouldn't provide enough space for children and luggage. Oh, and having free company transport to and from work. Before he knew it, he'd reached the grand age of 52 and was standing at a crossroads in his life, knowing it was now or never.

## Negotiating a minefield

So, in 1999, Jim started looking in earnest for the motoring love of his life, but exactly which Beetle should he purchase? "I didn't want a project car. My DIY restoration skills aren't really good enough, so I had to decide whether to purchase a cheap or an expensive used example," he reflects. "Once I started looking, it pretty quickly became clear that buying a Beetle was like negotiating a minefield! I looked at a couple of examples locally at around £2,000, but they looked like they needed as much spent again, if not more, to make them even

While many Mexican Beetles have had additional chromework added, Jim values the originality of his, so has resisted the temptation to embellish it

half-decent examples. The more expensive ones looked better but, at the back of my mind, I still had this niggling worry that all the mechanical parts were 40 or more years old.

“It was then it dawned on me – why not purchase a brand new Beetle?” This being 1999, remember, Mexican Beetles were still being imported into the UK and sold by a small number of specialists. “My thinking was buying one of these would give me the classic Beetle styling I so love, but I’d also be buying reliability, rather than possibly having to sort out someone else’s problematic old car. At the time there were three importers of Mexican Beetles, and the closest to me was Volkspares in Sydenham, South East London.”

> “A rather deeper, more throaty note”

So, on November 13 1999, Jim travelled to Volkspares to view and test drive a brand spankers Mexican Beetle. How did he find it? we asked. “I was impressed. It really did drive like a new car. Everything felt tight, there were no noticeable sqeaks or rattles and the engine ran very sweetly. One of the things that really drew me to the Mexican cars was the fuel injection. I’d heard a lot of horror stories about dodgy starting, poor fuel economy and carburettors icing up in the winter, and really wanted a car that would be totally reliable.

“The same with the electrics. I’d been told old Beetles often suffer from voltage drop, that regulators can be troublesome and that the headlights are very bad at night. I thought if I bought a new one, none of that would be a problem. At least, that was what I thought...”

## Deposit down

We’ll come back to that in a moment, for we don’t want to spoil Jim’s elation. “I was sold. I placed an order for a brand new Beetle costing £9,620, right there and then. My wife, Jenny, chose the colour of Windsor Blue, a beautifully rich dark blue metallic, and I left a deposit of £500.

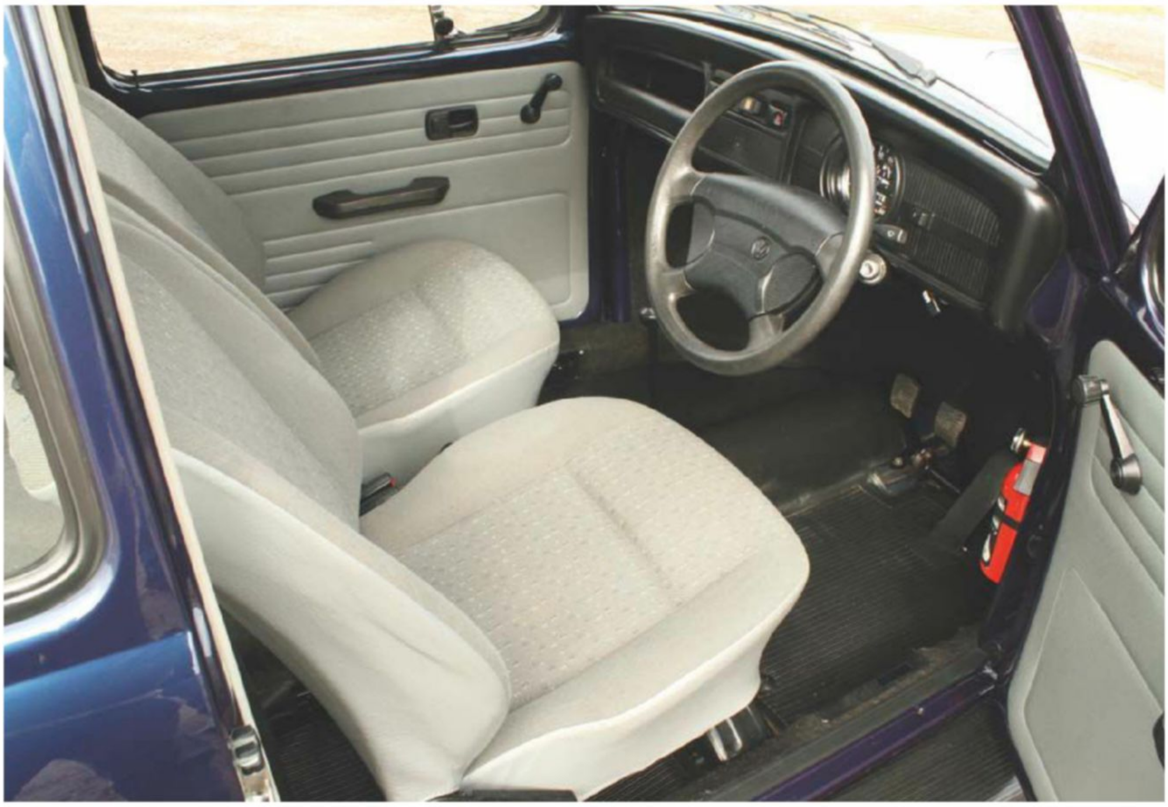
### TECH INFO

**BODY:** 1999 Mexican Beetle
**ENGINE:** ACD 1584cc, fuel-injected, air-cooled flat four; hydraulic lifters, Digifant electronic engine management; Bosch 51 amp alternator; lambda sensor; catalytic converter
**POWER:** 44bhp at 4,000rpm
**WHEELS AND TYRES:** 15-inch steel wheels; Toyo 165/80R-15s

“I could barely contain my excitement waiting for the telphone call to say the car was ready for collection and, three days later, on November 16 1999, Volkspares telephoned me to say they had located a suitable car for me that had been imported into the country by Beetles UK in Bristol. Once the car had been converted to right-hand drive, UK registered and an insurance cover note obtained, my son, Paul, who owned a 1973 Beetle at the time, and I took the train to Sydenham to collect the car, and drove it back to my Suffolk home. That was on December 29 1999.”

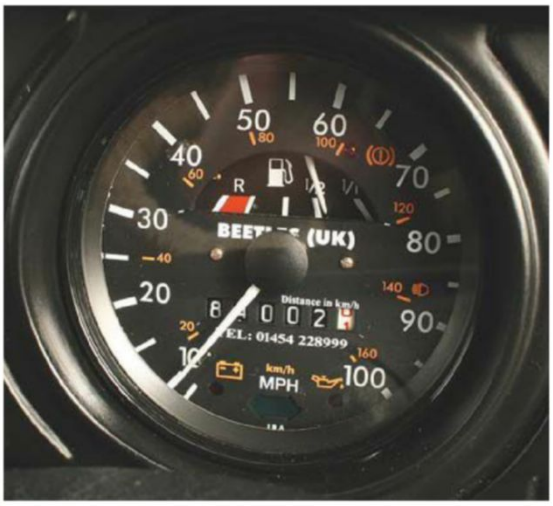
At last, Jim was the proud owner of his first Beetle, fulfilling a life-long dream. But that dream was shortly to be shattered. A little over two weeks later, on January 17 2000, he went out to the garage, only to find the car wouldn’t start. Telephone calls were made, the warranty paperwork was processed and the Beetle was taken away by Jim’s local garage, VW Cars of Burwell, Cambs. They initially diagnosed a faulty battery, which was duly replaced, but while still at the garage the new battery went flat overnight. Further tests pointed to a problem with the heated rear window that had been fitted as an optional extra and, after some fiddling around, the problem was solved with a new relay.

The reality was it was a pretty simple fault and, once the errant relay had been identified, easy to rectify, but it put a bit of a damper on Jim’s excitement about his new car, especially as one of the reasons he’d gone for a Mexican Beetle in the first place was the perceived electrical problems he might encounter on an old German Beetle! “During this period with the



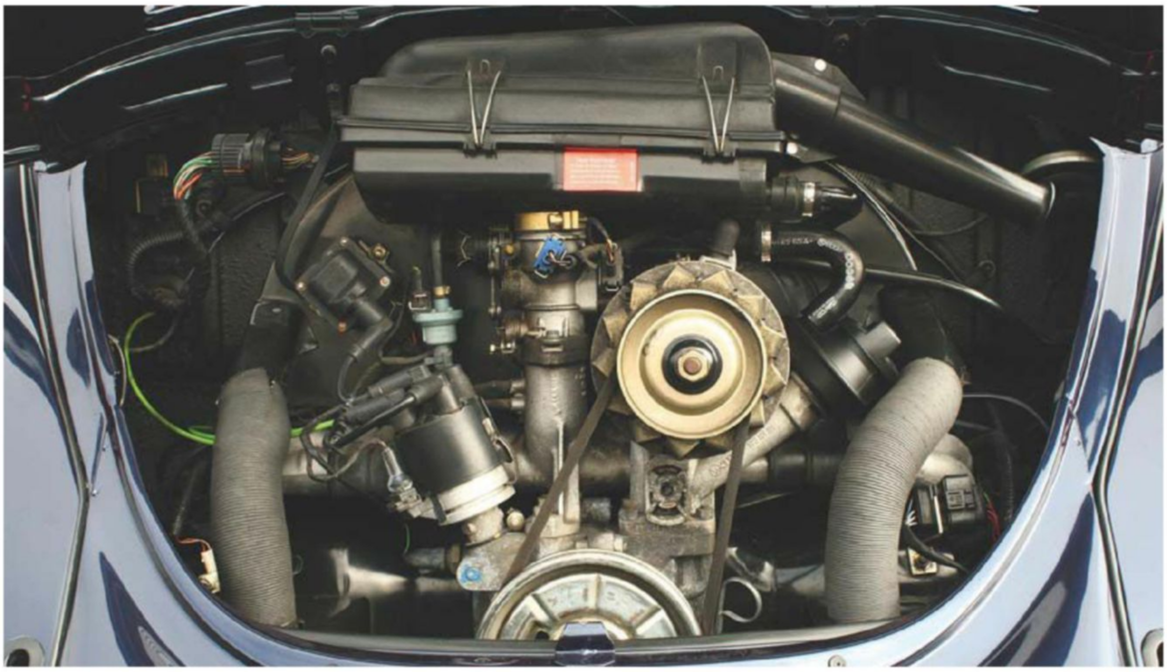
◀ All Mexican Beetles are built left-hand drive so, like most of those you'll see in the UK, this one was converted to right-hand drive, when new by Beetles UK, hence the plastic dash cover with integral glove shelf. Spartan grey cloth trim and rubber floor mats hint at the basic Mexican home market heritage of these cars

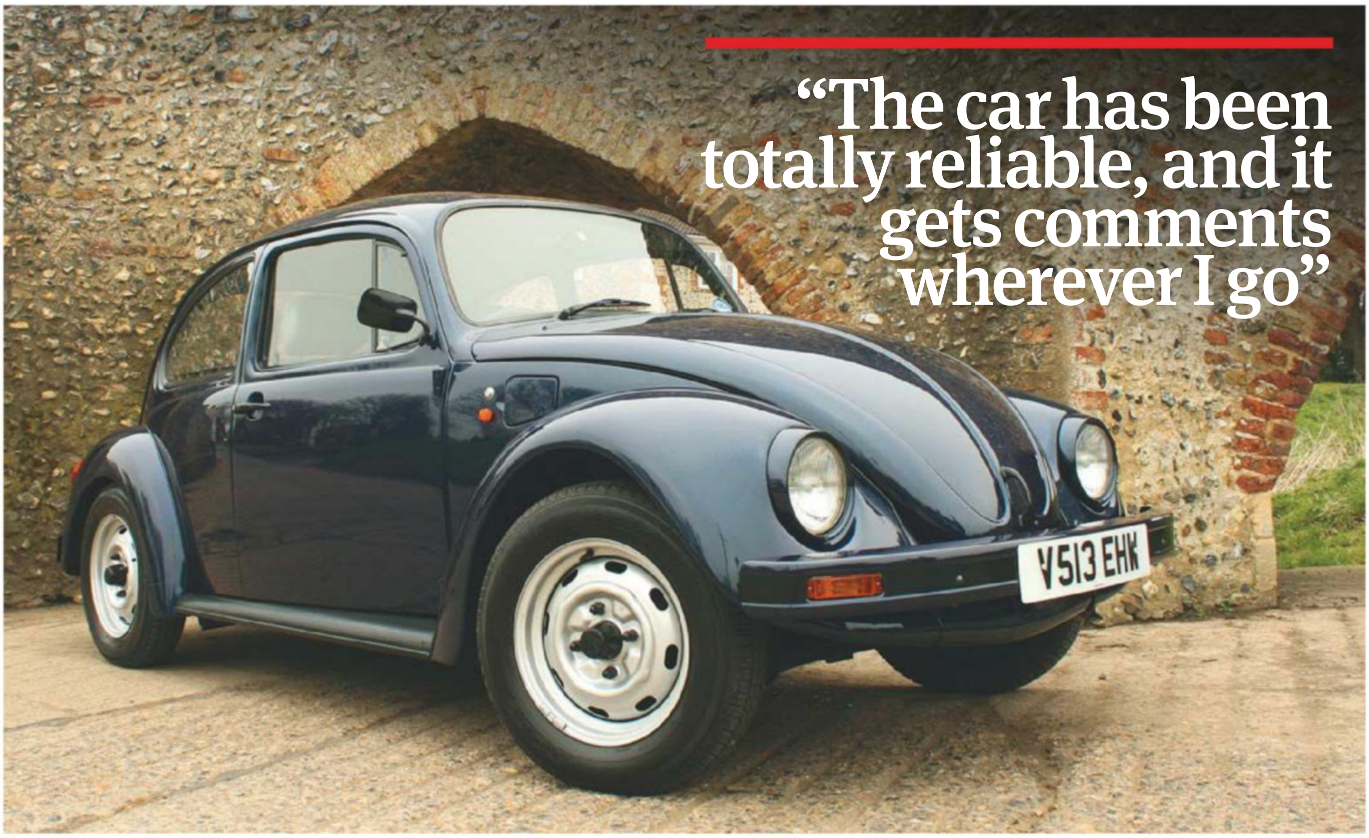
▼ Slightly confusing speedo reads most easily in mph, but also in km/h, then has a km/h odometer



▲ Unsullied by baggage, the boot area has never once been used

▶ Though part of what attracted Jim to a Beetle in the first place was the famous exhaust whistle, the fuel-injected 1600 and catalytic converter-equipped, single-outlet exhaust emits a rather deeper, more throaty note





“The car has been totally reliable, and it gets comments wherever I go”

Beetle’s electrical problems, Jim became dispirited,” reveals his wife, Jenny. “He’s a perfectionist and things have to be right. Jim was becoming a nightmare with the car, so I told him, either get it sorted or sell it!” To try and rekindle his enthusiasm for the car, Jenny drove it around for a couple of months. “In that time, it proved to be totally reliable, to the point that one day Jim said perhaps it was time he had his car back!”

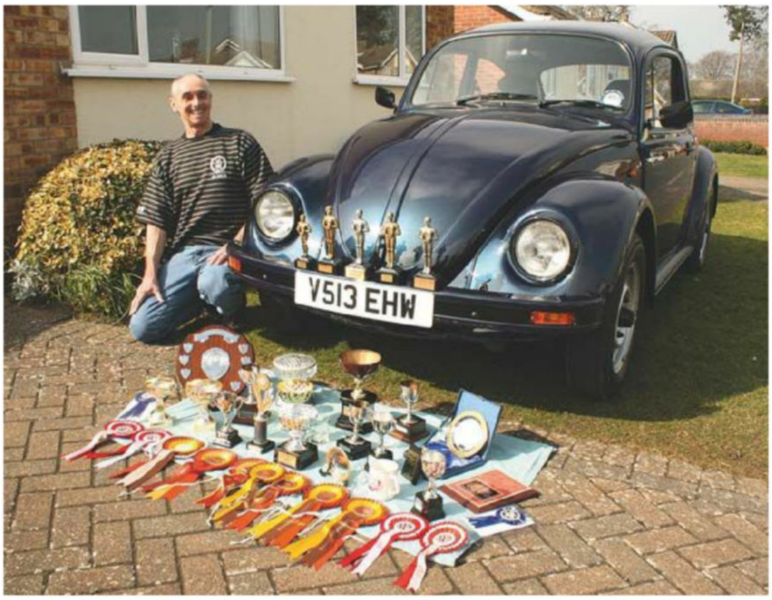
^ De-chromed, colour-coded bumpers and headlight rings, satin black details and no hubcaps, but black plastic centre caps is the classic Mexican Beetle look

The first show Jim attended with the car was the Alternative Motor Show Treffen at Mildenhall, Suffolk, a show that caters primarily for Eastern Bloc cars. “Being the only Beetle on display, I was invited to bring my car onto the showfield, and it received a great deal of interest,” he remembers. “That was when I really started to fall back in love with the car again. In case I had any more problems in the future, I decided to join the Mexican and Brazilian Beetle Register, who invited me to display my car at Stanford Hall in 2002, where it won Class 4 and I received my first trophy. I remember being overtaken by BMWs and Mercedes on my way home and thinking to myself, yes, you may be faster than me, but you haven’t got a trophy for your car sitting next to you on the front seat!”

As you can see from the picture to the right, Jim really got the show bug and started displaying his Beetle on a regular basis. But the car also remained his daily driver, and was mostly left out in the open on his driveway. Indeed, it was driven daily for 11 years up until 2011, when it was put into ‘semi-retirement’, and now it’s used mostly for shows, high days and holidays.

## Clean freak

So did you make the right decision buying a new Beetle? we asked. “Definitely. The car has been totally reliable, and it still gets comments wherever I go in it. I’m fastidious about cleaning it, and I’ve never driven it anywhere without seat covers fitted. No one has ever sat in the back seat, and there’s never been any luggage in the boot! It’s also been maintained as per the VW schedule by VW Cars.”



^ Jim proudly poses with his collection of trophies and awards – 25 so far, and counting…

There was one surprise along the way when the car needed a bit of a touch up in the paint shop. After years of thinking the car was Windsor Blue, it transpired it’s actually Battik Blue.

“Dirt doesn’t apply when it comes to my Beetle,” Jim grins. “Yes, it obviously gets dirty when I drive it in the rain, but it soon gets clean again.”

Jim has now clocked up 84,000kms and has accumulated 25 awards, including six Class 4 wins at Stanford Hall, class wins at Stonor Park, VW Action and Best of Show at the Battlesbridge VW Show in 2010. “I love the car, because it represents the last of the breed (a bit like me!) but it’s just as lovingly cherished as the very earliest models. I’ve made many good friends over the years at VW and classic car shows, which are always good days out,” Jim enthuses. “There’s a particular slogan I’ve seen printed on a car sticker that really appeals to me and sums my car up perfectly: “Conceived in Germany, Born in Mexico, Raised in Britain.” ■

# AIR COOLED
& WATERCOOLED
# TECHNOLOGY

Beetle.Karmann Ghia.Split Screen.Bay Window.T25.Type 3.Buggy.Golf-Jetta Mk1 & Mk2.

***Your one stop shop for VW Quality parts. We wont be beaten in price or ex-stock delivery!***

*Parts for VW*
*Stock or Performance*

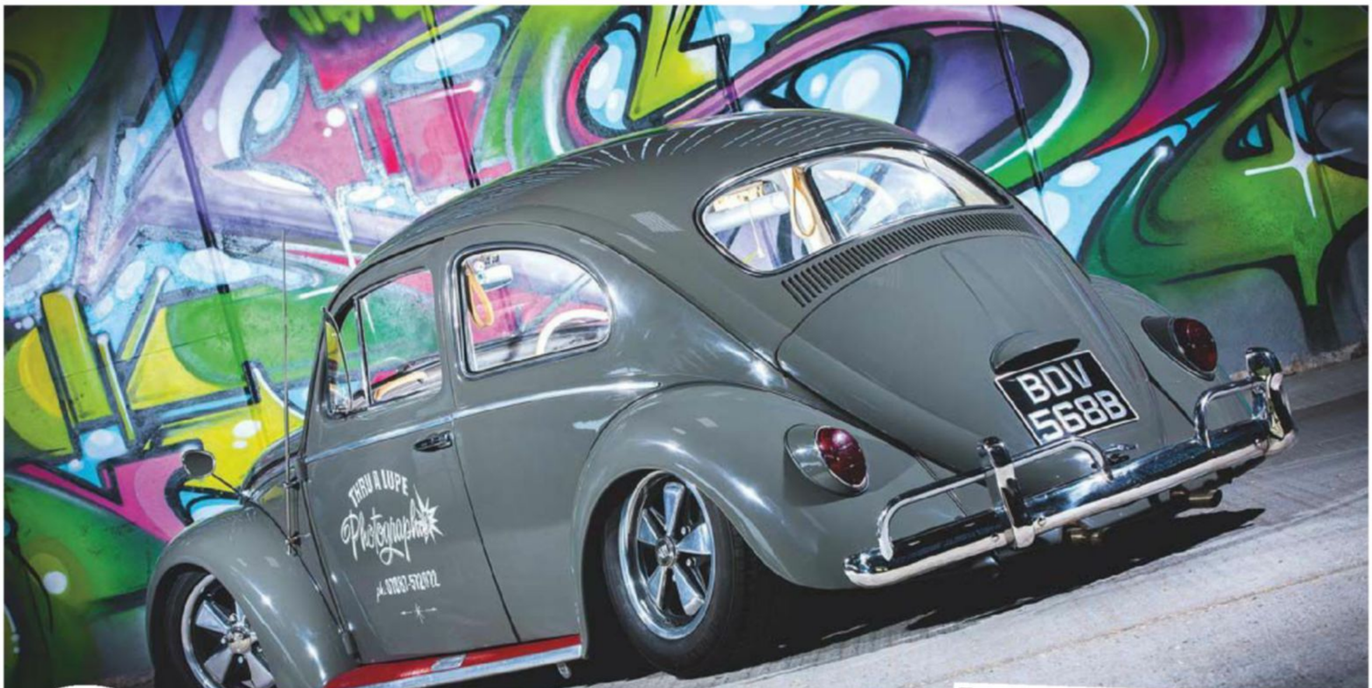
One stop shop for all **Aircooled** requirements.
Also parts for early **Watercooled** vehicles:
**T25, Golf, Jetta, Caddy.** Diesel or Petrol.
Visit our website for full catalogue.

**PROJECT ENGINEERING AT ITS BEST**

**www.air-cooled-parts.com**

CB Performance Racing Products · Hella · Beru · Pierburg · BBT · XRP · Flame-Thrower · Liqui Moly · Dansk · VDO · Weber · EMPI · CSP Products · Stahl · Flat 4 · Klokkerholm

Phone: +353872552578 Contact Us: Air Cooled Technology, Deerpark, Oranmore, Co. Galway, Ireland. Email: aircooledtechnology@gmail.com



# Downsizing

## With the Bus finally sold, Jon's bought a replacement, then gone all trinket pimp on us

**OWNER INFO**

**NAME:** Jon Robinson-Pratt

**OCCUPATION:** Photographer

**CARS OWNED:** '64 Bug

**WORK THIS MONTH:** Replace compressor, add signwriting bolt on goodies

So I finally sold my Bus and bought a Beetle! In a world of upgrading, up-scaling and moving on up to bigger and better, I downsized. Buses and Vans are very 'on trend' at the moment and, consequently, my 1970 Early Bay was worth too much to be sitting out the back of my house unused.

Besides, I've been hankering after a pre-'67 Beetle for some time now, figuring it would be more useable and accessible. I first saw this Anthracite '64 (featured in the November 2015 issue) about five years ago being driven across a show field by good friend and VW stalwart, Toby Hall. It was love at first sight. To cut a long story short, a photoshoot was organised and, on the day, Toby just handed me the keys and went back to work, leaving me to mess around with the car for the day. I don't know if it was a deliberate ploy, but it worked, I fell in love all over again.

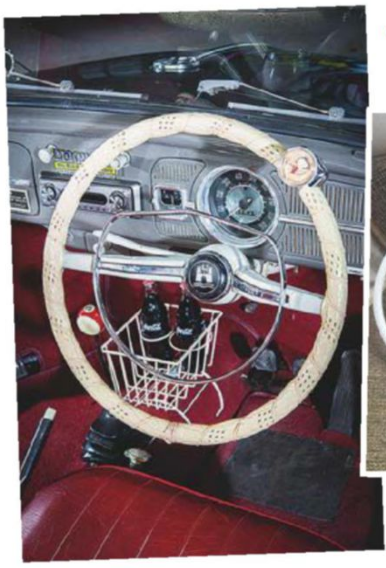
After the shoot, we talked, agreed a price and that night I went home and put the Bus up for sale. Toby held off advertising the car until my Bus sold, and for that I am eternally grateful. Three days after it did, the Bug was mine.

I totally get the 'built not bought' ethos, but I work very odd hours, lots of evenings and most weekends, so I simply don't have time at the moment to build a car from scratch. So it made much more sense to me to purchase a ready-to-go car with everything I want (small window, Resto Cal style, original colour and interior, air ride, stance, Fuchs etc.). What particularly attracted me to this car was it has spent the last five years hidden in a garage, so no one has really seen it.

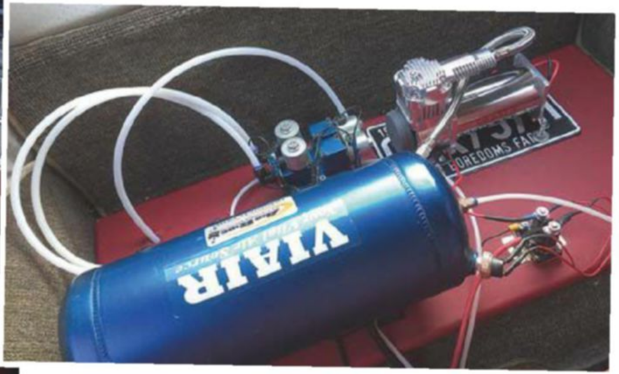
## A bit '90's looking

Of course, I need to put my stamp on it, which I started doing on day one by removing a few of the what I considered unnecessary accessories! Moving on to the engine, I'm not keen on the Hammerite-style powder coated tinware and ancillaries. It's a bit '90's looking for my liking, so an order was put into VW Heritage for a set of black pulleys, a different air filter, a glass fuel filter and electronic ignition. All these will help towards getting it how I want it, which is a nicely detailed, stock-looking lump. Gloss black tinware will come in time, but right now I want to drive it not pull it apart.

The car is pretty much perfect in my eyes, so I haven't gone overboard changing things, just the inclusion of a retro-style head unit, new gear knob, steering wheel wrap, colour coding the



< This is Jon's idea of removing unnecessary accessories!



^ Air ride. It's all well and good until you have a leak. Or the compressor fails when you're at a show 100 miles from home…

speaker grilles and a spot of pinstriping under the bonnet.

One of my favourite details about my Bus were the vintage-style company logos it sported, so it goes without saying that the Bug was destined for the same treatment. I know signwriting on Beetles can be a bit 'Marmite', but can really work if they're plain and simple. So I set to work with my brushes, painting and ageing back some designs on the doors. Sitting on cold concrete painting logos just eight inches off the ground did my back no favours, but I'm well happy with the end result.

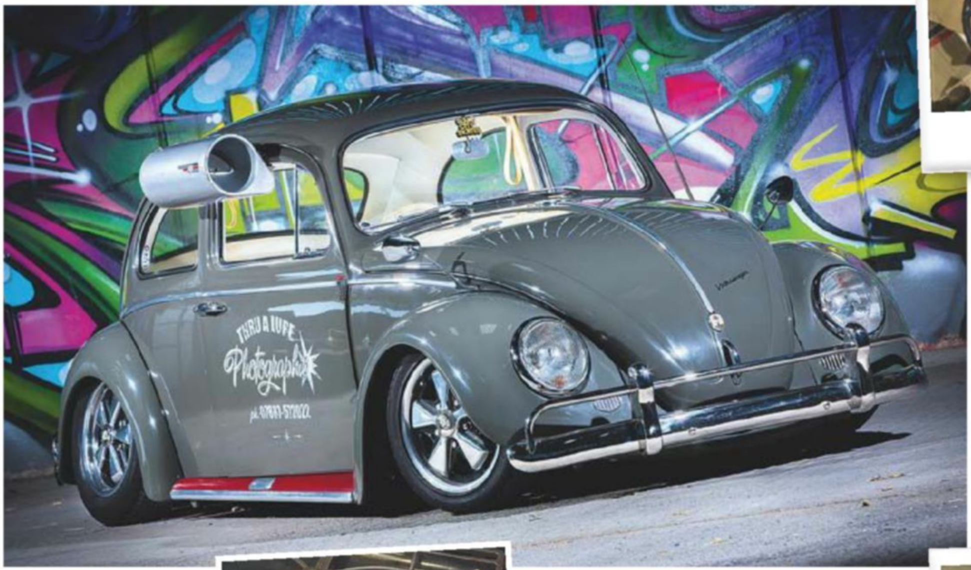
I know nothing about air ride, I freely admit, other than the car I've bought has a five-gallon tank, bags in the rear and air shocks up front. What I do know is it's so cool! While a static three-spline slam might look the business, to be able to pump the suspension up to get over speed bumps is so much better. Welcome to the 21st century Jonny!

However, it doesn't come without its problems. The other thing I know about my air ride system is it has a slow leak, somewhere… I've already replaced a dicky connector on the tank, but there's still a leak, which needs fixing. Then the compressor packed up whilst at a show 100 miles from home! Luckily, Toby had the foresight to tap an auxiliary line into the tank, so I can fill the tank with a foot pump in an emergency (provided I have a foot pump with me of course). I limped the car home and ordered a shiny chrome Viair compressor, which is now fitted – again, easier than I thought it would be, and all is well once more. Well, apart from the persistent leak.

The only other thing bugging me about the car is it has a 1600 engine on a 1200 'box, so is a bit lacking in top speed. In the long term I'd like to fit a more suitable gearbox, or have a taller fourth gear put into mine. Fortunately, I have some 'rainy day' funds left over from the sale of the Bus so…

…but wait, it's mid-October and my boiler has just gone pop. That'll be the rainy day then. The gearbox can wait. ■

> “right now I want to drive it not pull it apart”



^ If you haven't got the time to build a car yourself, buy a car done the way you want it, then personalise it. Jon added the ear chiller

> If Jon ever invites you round for dinner, we advise a polite decline

˅ 'Antique silver' detailing isn't working for Jon, but he loves his louvred ali firewall

^ Clever bugger that he is, our Jon set to and did his own lettering and pinstriping. He reckons it's easy, we reckon he's an artist

## VOLKS WORLD PROJECT CARS

Ta ta to all that

**Owner:** James Peene
**Car:** '66 Beetle
**This month:** Been having a right good clear out this month, and I'm not talking about the toilet variety. All will become clearer next month, but some stuff has been sold

**Owner:** Steve Gosling
**Cars:** '61 ragtop, '67 Ghia, '70 Bay Window
**This month:** My Mk5 GTi packed up, so the Bay Window was pressed into daily use. I enjoyed every minute of sporting it around for a week, it makes the commute to the office much more entertaining!

Daily driver

Too shiny?

**Owner:** Mike Pye
**Cars:** '56 Oval, '66 Volks Rod
**This month:** I made my annual trip to Slough and made a few more people happy. What I have found though is shit sells, shiny stuff you come back home with

**Owner:** Mark Walker
**Car:** '68 Beetle
**This month:** This month I flew to Sweden to pick up my 'new' car – a '67 1500 Beetle. The trip home didn't go exactly to plan and the car is currently still in Germany, with a broken dynamo…

Lost in Germany

Dung Beetle

**Owner:** Cathal O'Toole
**Cars:** '77 Cal Look Beetle, GT Beetle and '73 Riviera Camper
**This month:** It's been Cow Look month in the barn, so I've stripped the floorpan and taken it, and the ATS rims from the car, to be blasted

**Owner:** Gordie Woollacott
**Car:** '78 Westy
**This month:** My cardboard and cling film number plates have finally been replaced. I love the 9-inch Lambretta-style rear. I just hope the long arm agrees

On a plate

DELLORTO

WEBER
CARBURETTORS

**Weber and Dell'Orto performance carburettor kits and spare parts from THE specialists**

- Twin Weber ICT kits jetted for Type 1/2/3/4 and 25 including Waterboxer
- Twin Weber IDF/ Reconditioned Dell'Orto DRLA kits jetted for Porsche 356 Type 1/2/3/4 and 25 including Waterboxer
- Twin Dell'Orto 36FRDA single choke kits jetted for T4
- Various linkage & manifold kit options including CB Performance and CSP
- Fuel pumps, air filters, trumpets, various linkage and manifold kit options including CB Performance and CSP

Beware of cheap Chinese copy Weber carburettors!

EUROCARB

eurocarb ltd. Reading RG8 7JW T: 0118 9842811 F: 0118 9841709

**www.dellorto.co.uk**

**email sales@dellorto.co.uk**

CB PERFORMANCE
HIGH PERFORMANCE
RACING PRODUCTS

CSP
PRODUCTS

EMPI

DC CUSTOMS

**Restoration Modification Servicing**

www.santapod.com
SANTA POD RACEWAY

Full and part restorations
Body and paintwork
Low bake oven
Servicing and repairs
Lowering, air suspension, brake upgrades
Electrics and rewiring

AD.DEZIGN©
VWDRC
POW

**WWW.DCCUSTOMS.CO.UK**
**Based in the West Midlands**
**01384 636459 07852 744911**

Now this looks like fun. Just check your exhaust isn't going to be under water before you dive in

# I have the power

## With temporary All Terrain tyres onboard, it was time to see what they could do

**OWNER INFO**

**NAME:** Steve Parsons

**OCCUPATION:** Graphic designer and illustrator

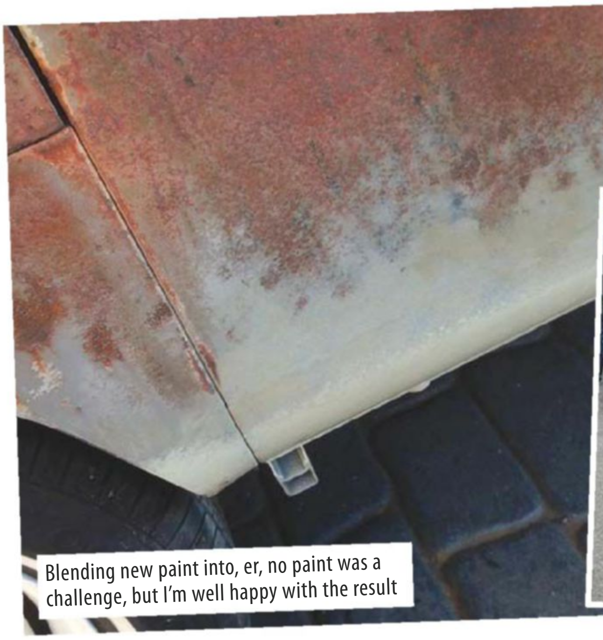
**CAR:** 1961 Split

**WORK THIS MONTH:** Blend in paint, source some temporary chunky tyres, have a lot of fun!

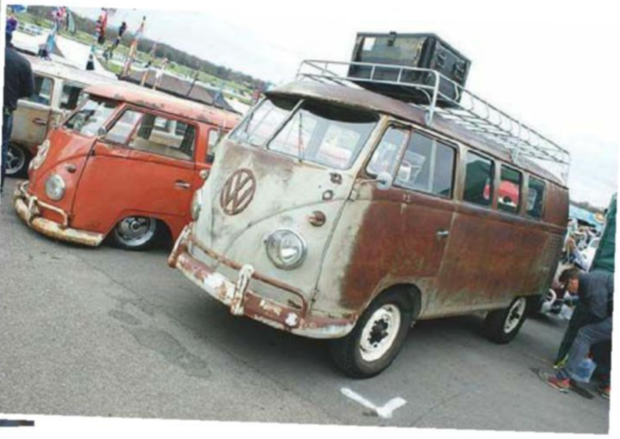
Way back in February, my Bus had just earned its first UK MoT certificate and I was about to apply to the DVLA for the registration mark. I've heard countless tales of folk having issues obtaining reg. numbers for their freshly imported vehicles – the DVLA not accepting various bits of paperwork, needing further clarification on age, that sort of thing – so I was slightly concerned this may be a drawn out procedure. I needn't have worried though, as all went smoothly and, within a few weeks of posting my bumpf off, a reg was issued. Happy days!

So, with the important legal stuff taken care of, I could crack on with the fun stuff to get the '61 looking the part for its debut at The *VolksWorld* Show. First on this list was to blend in the repairs that had been made to make the old gal solid again. The most prominent of these was the long side outer sill and, without some serious work to blend it in to the heavy patina, it would stand out like a sore thumb! Countless days of head scratching and trawling through paint charts later, I bit the bullet and applied the base coats before busting out my old paintbrushes to replicate Mother Nature's handiwork. I chose a multitude of patina shades and slowly built the layers up using fine dots, washes and patience. A few hours later it was finished, and I couldn't have been happier with the result.

The RSVP VW club that I'm a member of have a very defined criteria for membership. All vehicles must be air cooled, patina'd and slammed. My Kombi ticked two of those boxes, but the latter wasn't an option at the time due to a serious lack of funds. It was standing tall and rolling on thin band whitewall Firestone rubber, which looked okay, just a bit soft for my tastes. So a new, harder looking tyre was in order to give this high roller a more purposeful look,



Blending new paint into, er, no paint was a challenge, but I'm well happy with the result



Making its show debut on the RSVP club stand at The *VolksWorld* Show last year. Okay, there's a bit of perspective involved, but check out the difference in roof height compared to Rob's 11-window Kombi next door!

Think the Volkswagen scene's stuck in a rut? Try the Shasta look, and get stuck in

The only time you'll see a 1200cc Bus pop a wheelie. Top job Parsnips

If Steve had a bigger rear view mirror, you'd be able to see the huge grin on his face

and one that would suit the elevated stance. This led me to look deeper into the 'Shasta Snow Trip' style. This look has been around for a while, but has always been one for the hardcore off-road crew who relish the treacherous, adrenaline-filled adventures of off-the-grid routes.

BF Goodrich All Terrain 215/75-15 rubber seemed a popular choice, and the way I should go to achieve the harder look I desired without hacking the bodywork to bits to accommodate the big meats. eBay turned up trumps with a set of four, which were snapped up and fitted just in time. With the rubber on and a borrowed full-length roof rack added to complete the new guise (thanks G), the Bus high rolled into Sandown Park on the Friday with the slammed RVSP crew. It was quite a sight parked up next to Rob's sledge!

If you have a Bus that looks like it could go off road, it would be criminal not to have a go, right? Well, one sunny Saturday in April, Gareth Smith, Danny 'Bullymeister' Bullock and myself did just that, and what a buzz it was! As none of us had done anything like this before, we took it steady at first by finding a few subtle mud tracks before gunning it through a local ford multiple times. As fun as this was, it wasn't really off-roading *per se*. So we took a trip to a well-known bridal track that is predominantly used by the Land Rover guys and boy, was this a different kettle of fish! Huge ruts and churned-up mud was what confronted us, and the Bus did us proud, despite getting properly stuck at one point and getting the front two wheels up in the air whilst trying to get out! Plans are now afoot to go green laning again before I make some serious height adjustments to the '61.

With UK and European shows coming thick and fast, a job that desperately needed tackling was to change the underpowered engine and gearbox. The 1200 engine that came in the Bus was okay, but painfully slow on motorways and, when coupled up to the 1500 'box, it was all kinds of wrong. In steps a good friend, Matt Smith from Smith's VW in Cornwall. As luck would have it, Matt had a zero mile, twin Solex carb, 1641 lying around at his workshop and, throwing in a 1500 big nut tranny into the 'you break it, you own it' deal, I now had the goods for making my Bus more useable for the long journeys planned.

Another great friend, Paul Lippett, helped me swap over all these heavy components and, by the end of a long day, the Bus' speedo was able to tip the 60mph mark for the first time in my ownership. Massive thanks to Matt and Paul for their help.

I have done countless other bits and pieces to the Bus over the summer to make it drive better, but I'll save those for next time. ■

> “If you have a Bus that looks like it could go off road, it would be criminal not to have a go, right?”

We're all for originality, but not at the expense of useability. Steve's decision to upgrade to a 1641 and a 1500 'big nut' tranny makes the Bus more pleasurable to drive on long motorway journeys, and on European road trips

Thank you, and a very good night

# Retrodubs

Retro and vintage accessories

Mechanical parts both standard and performance

***Shop online at***
***www.retrodubs.co.uk***
***or phone us on 01872 561194***
***For FREE DELIVERY***
***on orders over £50***

***or come and visit us at our***
***shop in Cornwall***

Camping and camper van accessories

TMI Interiors

Interior products

Body panels

Try before you buy !!

***Visit us at Unit 4, Killiwherries Industrial Estate, Chacewater, Truro, Cornwall TR4 8QF***
***Shop open on Mondays to Fridays 9.00am - 5.00pm and Saturdays 10.00 am - 1.00 pm***
***Tel: 01872 561194 www.retrodubs.co.uk***

HUNTINGTON BEACH, CALIFORNIA

PIERSIDE PARTS UNLIMITED

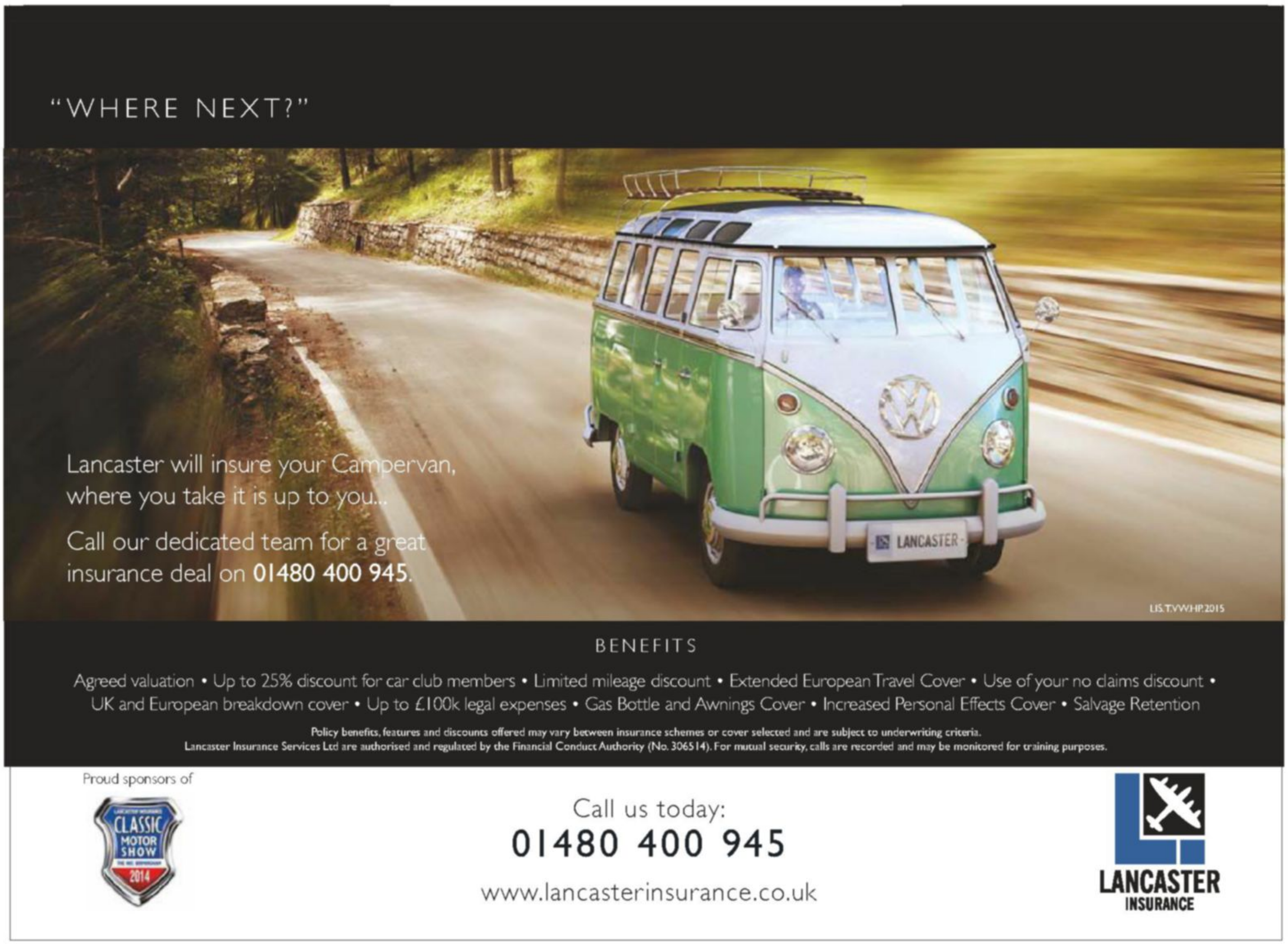
Surf City HB Huntington Beach®

YOUR ONE STOP SHOP

Located In Orange County Since 1982

The Birthplace of Aftermarket VW Parts

17031 Newland St. • Huntington Beach, CA 92647 • 714.848.8868 • www.piersideparts.net
JayCee Enterprises
CB PERFORMANCE
W W
EMPI
CSP PRODUCTS
GENUINE A-1 SANTA ANA CALIFORNIA Racing Exhausts
Scat
TMI
GENUINE GENE BERG PARTS
PIERSIDE PARTS.NET
BUGFORMANCE


"WHERE NEXT?"

Lancaster will insure your Campervan, where you take it is up to you...

Call our dedicated team for a great insurance deal on **01480 400 945**.

LIS.T.VWHP.2015

BENEFITS

Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • Extended European Travel Cover • Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Gas Bottle and Awnings Cover • Increased Personal Effects Cover • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria.
Lancaster Insurance Services Ltd are authorised and regulated by the Financial Conduct Authority (No. 306514). For mutual security, calls are recorded and may be monitored for training purposes.

Proud sponsors of

Call us today:
01480 400 945

www.lancasterinsurance.co.uk

LANCASTER INSURANCE
LANCASTER
CLASSIC MOTOR SHOW 2014

www.fbivw.com

IMPORTED PROJECT CARS

**58 Beetle**
needs full resto. LHD
£2,500

**Oval window shell**
custom project.
De-seamed and
modded
£1,500

**75 bus**
Good solid import,
original paint project
£6,995

**68 Kombi**
Solid us import,
running project
£8,500

**68 Microbus**
Lotus white, red
interior, original paint
project
£6,500

**72 Crossover**
bay, running easy on
the road project
£6,500

**56 Coral red**
oval, original paint
project
£6,500

**55 Oval**
heart tail model,
good project
£POA

IMPORTED PARTS

- Parts for beetle and bus including:
- Body cuts and panels.
- Wheel arches, roof sections, front panels etc.
- Doors, hatches, engine lids, bumpers.
- Axles, IRS, wiper motors, seats, dashboards.

Mail order / delivery possible on all parts.

**We also have a selection of clearance panels. All imported parts but dented, minor rust or other imperfections. Call for details**

**T: 01792 585544 E: info@fbivw.com**

*Credit & Debit cards accepted.*

FBIVW, Unit 2 White City Road, Fforestfach,
Swansea SA5 4EE. UK

---

1985 PBIS
PETER BEST INSURANCE

Our 'BEST' Deal In
CLASSIC CAR INSURANCE

Looking for a NEW policy or just a great deal on your RENEWAL, our classic car policies deliver exceptional cover at very affordable premiums

Multi-Car Discounts up to 50%

Modern & Classic Cars on One Policy*

Special Rates for Collections

FREE Agreed Value

FREE Breakdown & Recovery

Club Member Discounts

Various Mileage Options

Terms & Conditions apply
PBIS only uses High Quality Insurers.
*Subject to Insurers terms please ask for details

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial

FEDERATION British Historic Vehicle Clubs TRADE SUPPORTER

30 YEARS OF QUALITY CLASSIC CAR INSURANCE

**01376 574000**

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority

WHENGPARTS
.com

LASER CUT

HOT ROD, CLASSIC VW & RACE CAR PARTS IN MILD
OR STAINLESS STEEL & ALUMINIUM

Custom-made decorative items and hard parts
to suit all types of VW and owners

Clocks, Signs, Key Racks, Weather Vanes & other Automobilia

www.whengparts.com f follow us on Facebook

---

Creative
★ COACHWORKS ★

Specialists in the art of
restoration and modification

1961 Beetle featured on page 38 of this issue of
VolksWorld. Rust repair and paint by us

As with most UK cars it required
the bottom 6” replacing

Full inside, outside and underside
repaint in the original Pearl White

Give us a call to discuss your dreams

01939 235 707 – info@creativecoachworks.co.uk
www.creativecoachworks.co.uk
Unit 1, The Old Creamery, Aston Road, Wem, Shropshire. SY4 5BA

---

BOOK YOUR PLACE TODAY!

Maintenance training days
for owners of air-cooled VWs

The Type 2 Detectives Boot Camp is aimed at VW
owners who want to build confidence and knowledge
of what's involved in keeping their VW safe and reliable.

The Boot Camp includes:
~ How to service your VW engine
~ Oil leaks and how to fix them
~ Tracing and repairing basic electrical faults
~ The top reasons you may breakdown and how to fix them
~ Clutch replacement and adjustment
~ The most commonly overlooked mechanical issues

A full days course (including breakfast, lunch, refreshments,
cake and fact sheets), is only £190 per person.

To book your place call 01638 743211
or visit type2detectives.com

BOOT CAMP

TYPE 2 Detectives

# Service, with a smile

## Time to get the TV Beetle back into shape this month as Paul visits his old mukka, Steve at Johnson Autoworks, in order to get project '72 running like a Swiss watch

**Words and photos** Paul Cowland

A shiny VW is a lovely thing to behold, but if the mechanical components beneath it are not up to scratch, then life behind the wheel is never going to be great. And so it was with my ex-Discovery channel Beetle. Rescued from the production company's compound, it looked tidy and presentable from 10 paces, but under the decklid, where it counts, all was not rosy in the garden. Nice from afar, but far from nice is the term that springs to mind.

The car had been neglected for many years, and there was no telling when it had last enjoyed a proper service. This run of form continued for the TV show, as it received only the most cursory of fettles in order to make it run for the cameras. As a result, the '72 only just managed to cough and splutter its way from venue to venue. The fan belt was loose enough to practically jump off the pulley and the poorly-fitting air filters were leaking air around their entire circumference. It was little wonder every journey I made in the car was accompanied by the sound of backfiring, and it was no surprise that the twin-carbed motor really didn't want to start when it was cold.

Sorting these maladies would be a man I have known for 20 years. Steve Johnson and I first crossed paths all those years ago when he bought a very straight '71 Squareback from me. Since then, of course, Johnson Autoworks (www.johnsonautoworks.com) has become a well respected air-cooled VW business, and their Bus restorations have become a regular sight in sister magazine *Camper&Bus*. Steve and I both cut our teeth on '70's Beetles so, if anyone could get the old girl running again, I was pretty sure it was him.

Our ears told us the tappets also needed doing, and the only way you can properly adjust these is when the engine is cold, to ensure that clearances aren't skewed by the expansion of the hot metal, so I dropped the car off the night before to allow the engine to fully cool. Before it did though, Steve drained the old oil while it was still warm and keener to exit the case. When I returned the next morning, we had a stone cold engine, ready to re-oil and adjust, then fire back into life. Here's how we got on. ■

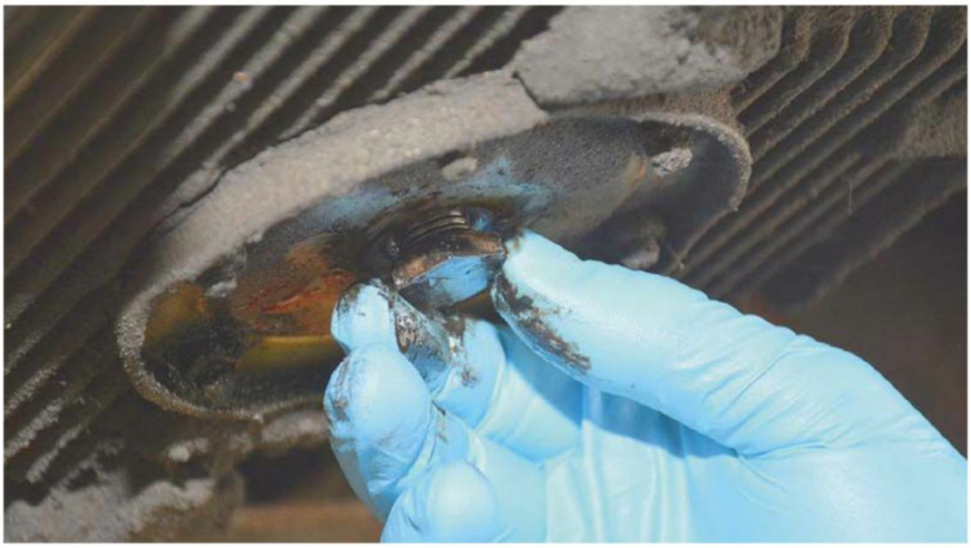
### JOB INFO

**TOOLS NEEDED:**
Spark plug socket
13mm spanner
Flat-blade screwdriver
21mm socket for fan belt
10mm socket
Feeler gauges,
Hammer
7mm spanner to bleed 10mm nuts

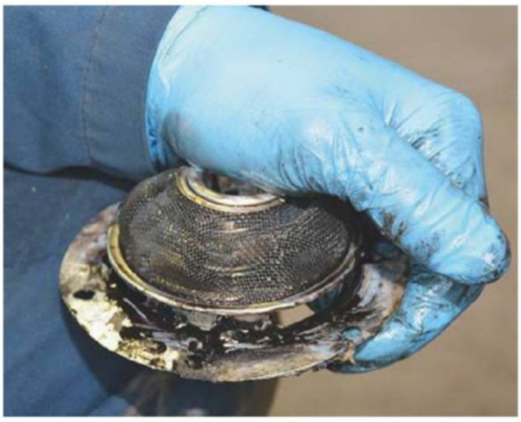
**MATERIALS USED:**
Oil (2.5 litres)
Oil change gasket set
Rocker gaskets x2
Spark plugs x4
Contact breaker points
Condenser
Hot air pipe
Headlight switch

**TIME TAKEN:**
2 hours for engine service

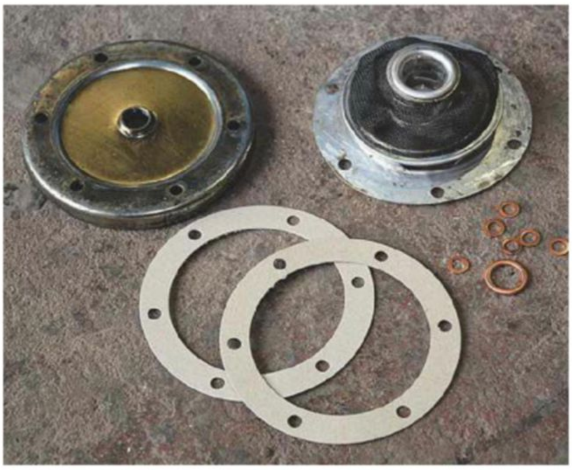
**COST DIY:** £45-£50
**PRO:** £300 (full day, 32-point inspection)



**01** First job was to drain the old engine oil. It's easy on a later Beetle as they have this sump plug. However, don't be tempted to just remove the plug and clean it, you need to undo the M6 nuts and take the whole plate off, then clean the strainer behind, too

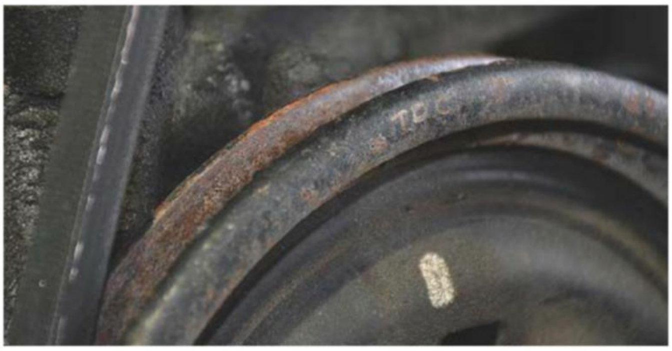


**02** Mine had been smeared with sealer in the past, so Steve spent a good few minutes scrubbing it clean with brake cleaner and razor blading the old sealant off for a good seal

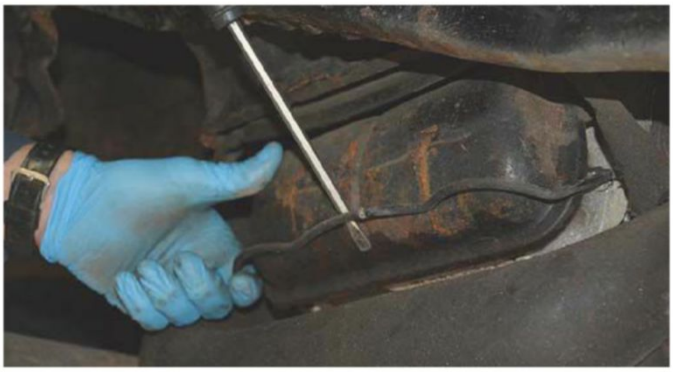


**03** Looks better now, huh? With a new gasket and copper washer set from the Johnson Autoworks' service drawer, and the nuts carefully torqued up to just 6ft.lbs, my sump is now oil tight

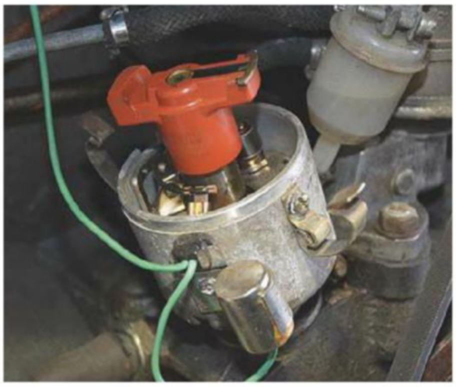
**04** With 2.5-litres of fresh 30W monograde oil (Steve's preferred choice) poured in, the engine was already feeling happier



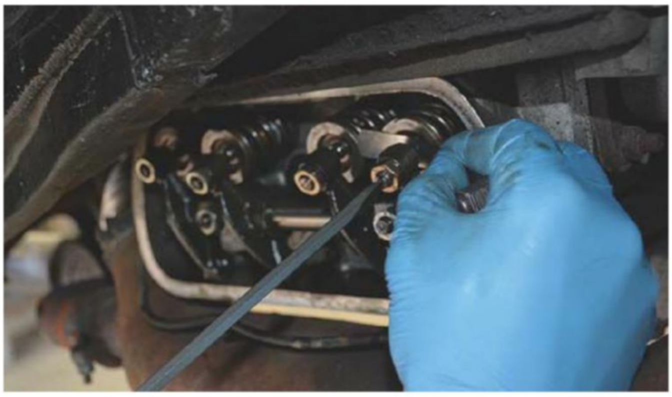
**05** Next up was valve clearances. It was abundantly clear these hadn't been done for a while so to start, Steve made sure to the crank was at top dead centre (TDC). If you have a stock pulley, there will be a factory notch to line up with the crankcase centre line. Ours had this handy *aide-mémoire* left by a previous owner!



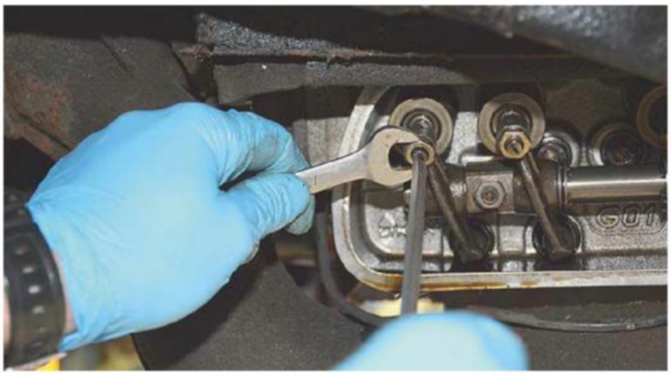
**06** Accessing the tappets is simplicity itself. All you need is a bit of leverage, and some kind of lever! A strong, long-handle screwdriver is your friend here



**07** Even with the pulley at TDC you can still be 180 degrees out, so to ensure we were at TDC on no.1 cylinder, Steve popped the dizzy cap off and made sure the rotor arm was in line with the notch in the distributor body

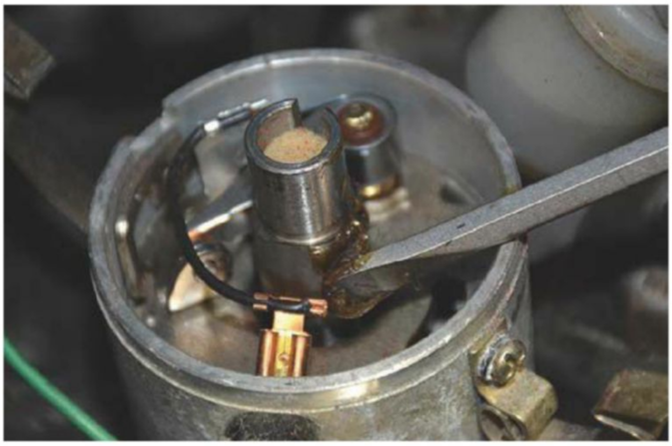


**08** Start at no.1 cylinder, gap both inlet and exhaust tappets to 0.006in. then rotate the crank pulley 180 degrees anti-clockwise and move onto no.2 cylinder, then no.3, then no.4



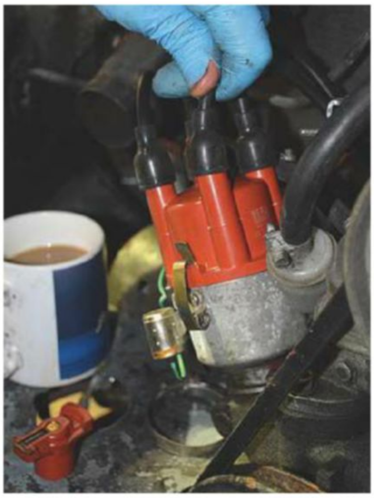
**09** Once the gap is correctly set, lock the tappet off using a 13mm spanner and flat-blade screwdriver as shown. Always check the gap again after tightening before moving on

**10** Always use a new cork gasket. Air-cooled VW engines didn't drip oil when new and, if properly maintained, they still shouldn't. Take time to ensure the mating surfaces are clean and use good quality seals



**11** We decided to treat the '72 to a new distributor cap, rotor arm, points and leads. Remember to add a dab of lube to the dizzy shaft before you fit the new rotor arm

# Service and health check

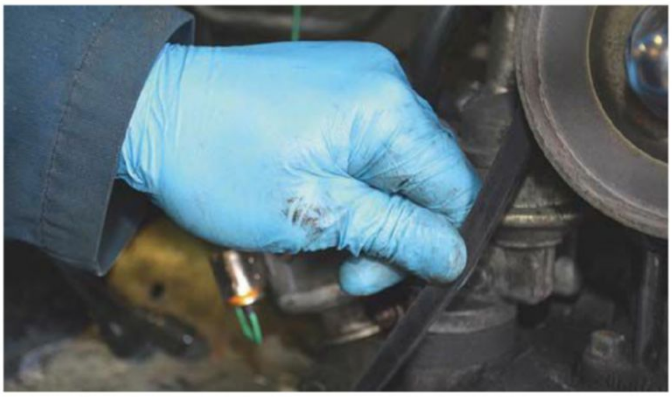


**12** We did because we didn't know the history of ours, but it's not necessary to replace all the ignition parts every year. Cheap ones can be poor quality, so buy the best you can afford. We recommend new points and condensor every year, cleaning and checking the rotor and cap and inspecting leads for damage / brittleness. Make sure you put the plug leads on in the correct orientation – 1, 4, 3, 2, working clockwise from the notch in the dizzy body

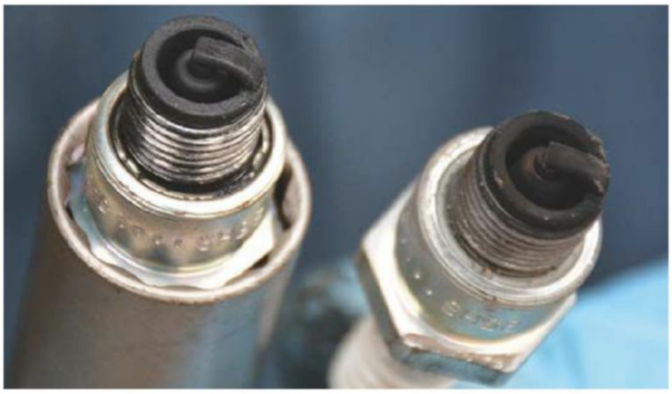
Pipercross

**13** The poor-fitting, cheap filters that were on the carbs were replaced with modern looking Pipercross versions, which were a much better fit on the Kadron's 65mm shoulders. These came with new screw clips so are an easy fit

**14** Torn ali heater hoses were also replaced. The more you can do to ensure the engine bay and fan shroud is properly sealed, the happier your VW will be



**15** The fan belt was also checked. Safe to say there's a little play here! This shouldn't be able to twist more than a quarter turn. We replaced ours and correctly tensioned it with pulley shims



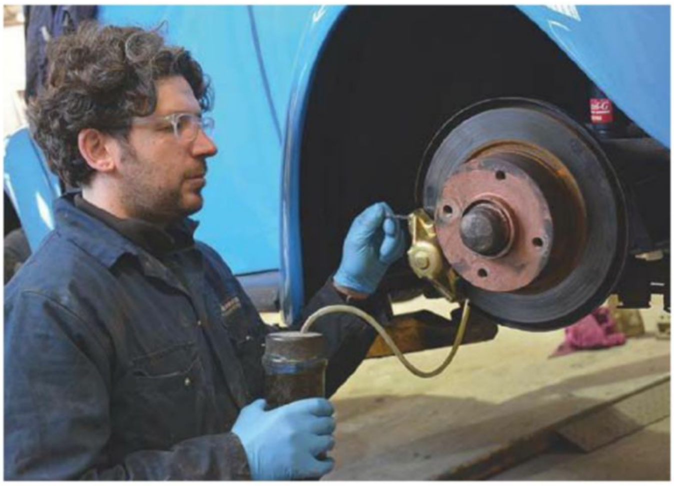
**16** For what they cost, a new set of spark plugs is a must. Although not in terrible shape, a couple of ours were wet (left), which indicates something is wrong with the timing

**17** Luckily for us, one of the car's previous owners had cut these helpful rear spark plug access plates, which were covered with steering box inspection plates. This is a good modification, particularly if you have the knuckle-skinning, twin-carb option on your car

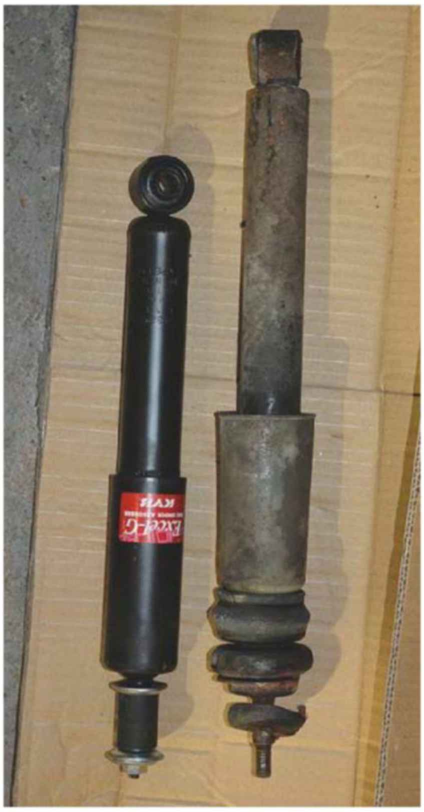
**18** Steve set up the timing using a strobe light. To adjust the timing, slacken the distributor clamp just enough to be able to twist it by hand. Steve set it to 32 degrees maximum advance, at which point it became abundantly clear the engine was significantly happier. It was running smoother, revving more strongly and generally sounding better

**19** Steve had also spotted that the nearside front brake caliper was seized solid, so rather than try and fix it, I bit the bullet and splashed out on a new pair. My motto is never mess about with safety stuff, plus it's always nice to fit new parts

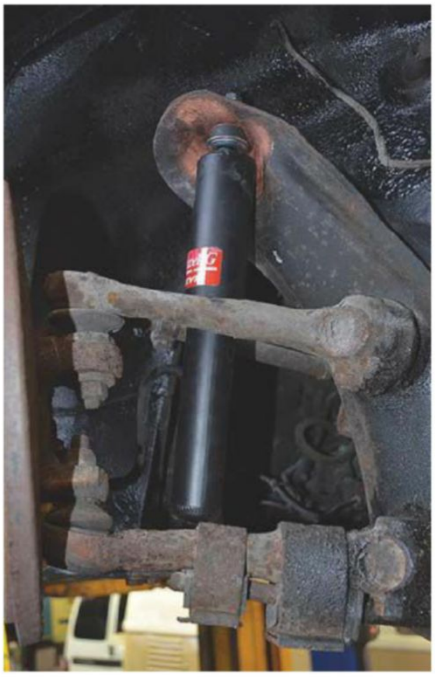
**20** Again, as we knew nothing of the history of this car, we chose to replace the brake fluid entirely while changing the calipers. Steve uses DOT 4 brake fluid



**21** This then meant we had to bleed the whole brake system, starting at the brake furthest from the master cylinder and working round the car. You'll need a 7mm brake spanner for this. The Beetle reservoir is small, so keep an eye on it and keep topping it up as the fluid works its way through



**22** The final job was to change the front shock absorbers. Although the car had a lowered beam, the shocks were still stock length, and bottomed out under compression. The guys at VW Heritage sent down a pair of these KYB units designed specially for use on lowered cars



**23** At somewhere between 40 and 50mm shorter than the stock units they replace, the suspension can now move through its full range of travel without bottoming out. That alone should make the car considerably nicer to drive!

**24** With the wheels bolted back on, we were ready to hit the road for a test drive, the car sounding and feeling so much better in every respect

**25** The trip to Johnson Autoworks was definitely the best way to start this project off. Not only has Steve transformed the Beetle with his air-cooled whispering skills, he's made the car a real joy to drive long distances. It pulls well, it feels strong through every gear, it has vastly improved stopping power and the new shocks have transformed the ride quality. So much so, I'm now finding myself wanting to drive it every day. Now that I've ticked all the sensible to do boxes, it's time to start modifying. I've lots of ideas for things I want to do, but I'm going to start by addressing the wheel and tyre situation…

WHO SAYS YOU CAN'T
SLAM YOUR GHIA AND FIT A SPORT EXHAUST
WITH HEATER BOXES?

CSP PRODUCTS

YOU CAN!
WITH A CSP PRODUCTS SUPER COMPETITION EXHAUST
AND HIGH PERFORMANCE HEAT EXCHANGERS!

GERMAN PARTS FOR GERMAN CARS

www.csp-shop.de | www.facebook.com/customspeedparts

GO TO PRODUCTS:

AH Schofield

23 YEARS experience

Special manufacturer's of quality handmade repair panels and parts
no longer produced for the splitscreen, baywindow and T25 vans

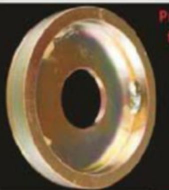
FREE DELIVERY over £60 on web orders

WorldPay PayPal

Unit 14, Dinting Lane Industrial Estate, Glossop, Derbyshire, SK13 7NU
E. sales@alanhschofield.com NEW WEBSITE www.alanhschofield.com T. 01457 854267
Opening Hours: Monday to Friday 8am-5.30pm & Saturday 8am-1pm

buy online: www.autocrafteng.co.uk
email: sales@autocrafteng.co.uk
Tel: +44 (0) 24 7639 8217

Auto Craft Engineering



Press in tool, flywheel oil seal - all aircooled engines
111-012-107
£20

Breathable cover - Typ 2, 50>79
211-871-071
£85

Period Tool Kit in Green Canvas Bag
111-012-021/GN
£45

Spare wheel cover, with tool compartments all aircooled vehicles
111-012-101
£20
each

Fly wheel lock tool - all aircooled vehicles
111-012-103
£6.50
each

Endfloat tool
111-012-105
all aircooled vehicles £15
each

Hub cap clip rivet setting tool
111-601-000
£15

Scan Here to get our up to date price list
Price List

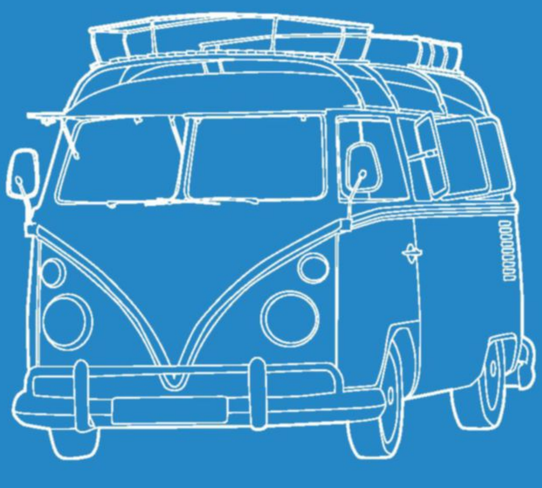
Specialist Camper Insurance

Adrian Flux know how much you love your air-cooled Volkswagen, that's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.

ADRIAN FLUX
40 YEARS OF EXCELLENCE

0800 085 5000
adrianflux.co.uk
Authorised and regulated by the Financial Conduct Authority

YOUR PRIDE AND JOY



*Benefits available can include:*
- ■ FREE Legal Cover
- ■ Agreed Value
- ■ Breakdown Cover
- ■ Limited Mileage Discounts
- ■ Modifications Cover
- ■ Club Member Discounts

VolksWorld Camper &BUS
The world's best-selling VW Camper magazine
BUY IT • FIX IT • DRIVE IT • LOVE IT
BLUE SKY THINKING
Unique 19-window Split Camper. It works for us!
ROAD Trip
VOLKS WORLD
BEST OF THE BEST
'55 BARNDOOR
VWt
The only T4 & T5 magazine you need!
Amazing Space

# We need

# your help!

## Help us to produce a better magazine by completing our five minute online reader survey

**You could win £250 towards your next insurance policy, or one of the 100 *VolksWorld Show* t-shirts we have to give away**

CAROLE NASH
The care it deserves

Go to

## www.vwcamperandbus.com

VOLKS WORLD

Cool Flo

Lifestyle Clothing Co

# Merchandise SALE

Now only £16

## TRUCKER CAP - T SHIRT COMBO, NOW ONLY £16.00 WAS ~~£32.00~~

Top quality gear at bargain basement prices. T-shirts available in small, medium, large and extra-large. Trucker caps, one size fits all. Limited stock only, so buy them before we run out

www.volksworld.com/shop

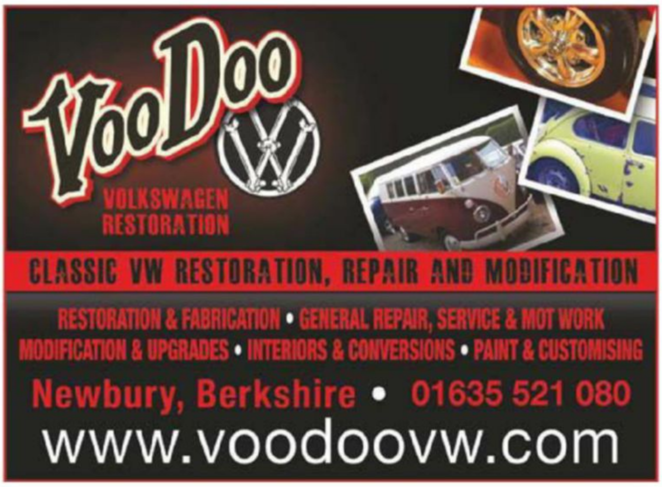
VOLKS WORLD Camper &BUS VWt

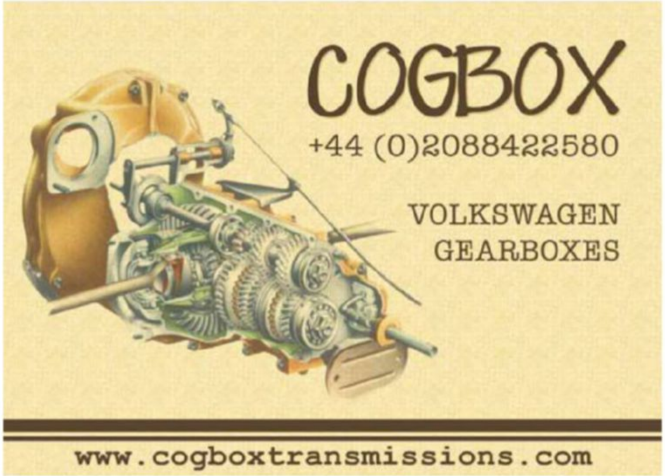
# Back issues from just £1

Whilst clearing out our basement we discovered loads of back issues that have not previously been available. If you're missing an issue visit our online shop and have a browse. Prices start at just £1, so they're a storming bargain, too

Show Winning Restoration and Paintwork
Servicing, Inspections and MOT's
Lowering and Mechanical upgrades
Modification and Fabrication
Auto Electrics, Split Charge Systems & 240 hook-ups
Vehicle Valuations and FREE frendly advice
Between Nottingham & Leicester, please phone for directions

Johnson
AUTOWORKS
VW SERVICING·MODIFICATION·RESTORATION
tel 01509 889552
www.johnsonautoworks.com


VooDoo
VOLKSWAGEN RESTORATION
CLASSIC VW RESTORATION, REPAIR AND MODIFICATION
RESTORATION & FABRICATION • GENERAL REPAIR, SERVICE & MOT WORK
MODIFICATION & UPGRADES • INTERIORS & CONVERSIONS • PAINT & CUSTOMISING
Newbury, Berkshire • 01635 521 080
www.voodoovw.com


COGBOX
+44 (0)2088422580
VOLKSWAGEN
GEARBOXES
www.cogboxtransmissions.com

Evolution
For all your aircooled servicing & repair needs by enthusiasts. Engine reconditioning. Full restoration service. Interior & paints. MOT service. New & second hand parts available. Pre-purchase examinations. Vehicles for sale.
Call: 01722 717570 or mobile: 07736 904232
www.vwevolution.co.uk
VOLKSWAGEN EVOLUTION
Volkswagen Evolution
Building 1, Homeland Security, Chilmark Salisbury SP3 5DU

Beetlelink
Since 89
info@beetlelink.co.uk
www.beetlelink.co.uk
Unit D2, Preymead Farm, Badshot Lea, Farnham GU9 9LR
Tel: 01252 326767

JBW
JOHN BROWN WHEELS
Telephone: 01926 817444
Cornwood Farm, Napton Road, Stockton, Warwickshire CV47 8HU
Fax: 01926 817784 Email: sales@midlandwheels.com
Alloy Wheels, Tyres & Accessories
www.midlandwheels.com

MST
MOTORSPORTS TULSA
"THE SOURCE FOR QUALITY, CNC MACHINED VW AUTO ACCESSORIES"
918-933-6506
DRESS UP YOUR DUB!
ALT / GEN STAND - BILLET
SERPENTINE PULLEY SYSTEM
PUSH ROD TUBES
OIL PUMP COVER PLATE
ALUMINUM VALVE COVERS
WWW.LIMEBUG.NET

MCJ PRODUCTS .com
UK Manufactured Billet Volkswagen Accessories and Steering Wheels
Woodrim Steering Wheels available in a range of colours
Split Screen and Bay Window Products
Full range available online
USA Imported rust free parts, vehicles and americana
Tel - 0777 345 1674
Email - mcjproducts@yahoo.com
Web - www.mcjproducts.com

JGE custom wheels
www.javaglobalenterprises.com

TORKER 5J x 15
GEEBEE 5J x 15
NEW
RADER 5J x 15
KOZMIK 5J x 15

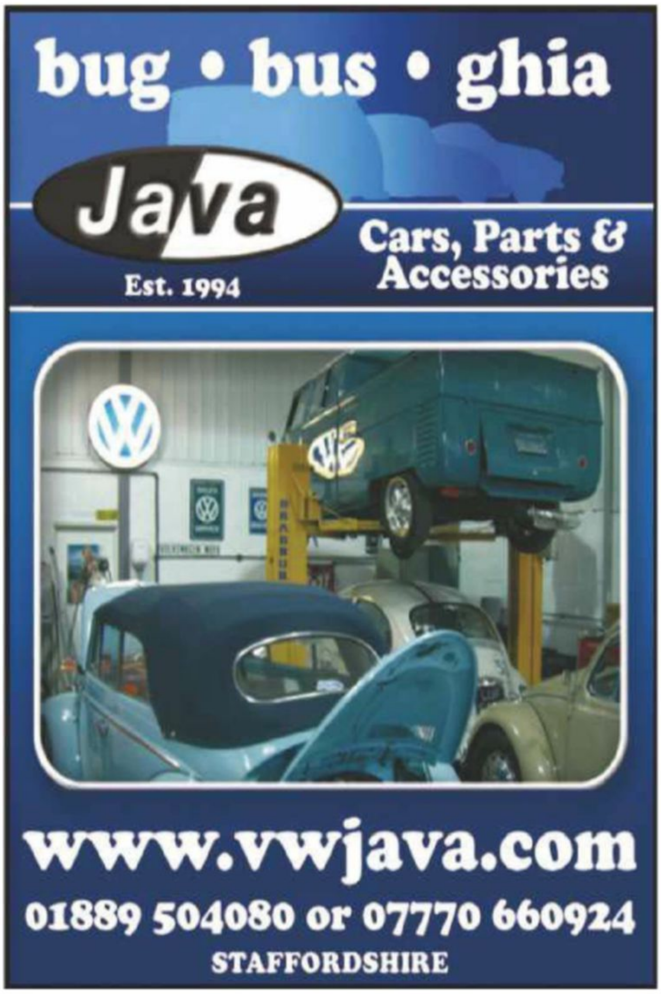
The professional choice for reproduction wheels
01889 504080 / 07770 660924
www.javaglobalenterprises.com

VINTAGE VS SPEED

Roof Rack
Exhaust Systems
Sports Shifter

www.vintagespeed.co.uk

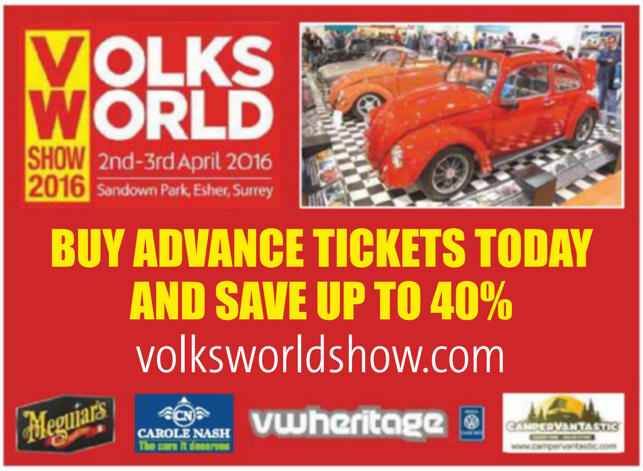
Dan SIMPSON, strokeit@hotmail.co.uk
contact between
9am-6pm on 01304 812741


bug • bus • ghia
Java
Est. 1994
Cars, Parts & Accessories

www.vwjava.com
01889 504080 or 07770 660924
STAFFORDSHIRE

STEVENS VW DISMANTLERS
SPARES FROM 1985 ONWARDS
Dismantling all
Volkswagen Models
professionally Volkswagen
always wanted
Mail Order Available
Drakes Lane Industrial Estate,
Drakes Lane, Boreham,
Chelmsford, Essex CM3 3BE
stevensvw.com
01245 362020

STERLING Auto
Bespoke made
Camper Interiors
From split screen to T5
Self build products
shop.sterlingauto.co.uk
Newbury, Berkshire - 01635 569444
info@sterlingauto.co.uk
www.sterlingauto.co.uk


VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

BUY ADVANCE TICKETS TODAY
AND SAVE UP TO 40%
volksworldshow.com

Meguiar's
CAROLE NASH The care it deserves
vwheritage
CAMPERVANTASTIC
www.campervantastic.com

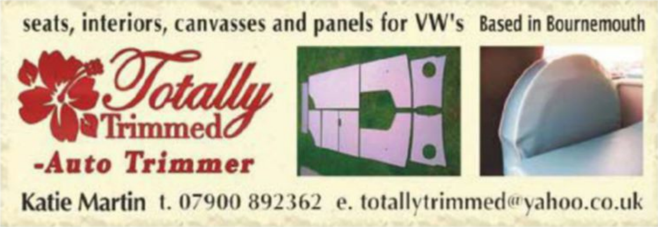
Danbury MotorCaravans
THE UK's largest VW camper van dealer!
Call 01454 310000
www.danburymotorcaravans.com

www.coolcampers.co.uk
Classic VW Camper Sales 1951-79
Bournemouth 07979 726 763

WHATEVER YOUR VOLKSWAGEN PROJECT, WE CAN HELP.
01273 444 048
VWHERITAGE.COM
vwheritage

WHEELS SSP STREET-STYLE-POWER
sspwheels.com

Henley Beetles
A Complete Solution for restoration, Customization and Servicing of air-cool Volkswagen including Camper Van
Tel: 01189 403464
Email: info@limobeetles.co.uk
www.henleybeetles.com


seats, interiors, canvasses and panels for VW's Based in Bournemouth
Totally Trimmed
-Auto Trimmer
Katie Martin t. 07900 892362 e. totallytrimmed@yahoo.co.uk

VW CAMPER CURTAINS LTD
Web: www.vwcampercurtains.co.uk
Email: sarah@vwcampercurtains.co.uk
Tel: 01406 422498
Mobile: 07761 568536
Curtains & Upholstery for all types of Campers, Caravans, Canal Boats, Lorries.....
New FOAM any shape or depth – TRACK – CUSHIONS – BUNTING – BOLSTERS
OVER 700 fabrics to choose from: SURF, HAWAIIAN, HULA GIRLS, RETRO, FLOWERS, STRIPES, CHECKS, SPOTS, PLAIN, BEACH HUTS, BUNTING, SPLITSCREEN, CAMPER & BEETLE FABRIC – Please check out website and email us for FREE samples!

CHRIS GILLEY BEETLES
STOCKPORT
VW Type 1 & 2 Specialist
0161 439 2819
chrisgilleybeetl@btconnect.com
www.chrisgilley.co.uk

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey
BUY ADVANCE TICKETS TODAY AND SAVE UP TO 40%
volksworldshow.com

To advertise here
call Ben on 020 8726 8336

CC R
Classic Car Revivals
1967 Blue Beetle
featured this month
was built by
Classic Car Revivals
T 01462 659 833
W www.classiccarrevivals.co.uk
Award Winning restoration
Hertfordshire UK

The LITTLE SPLITTY Company
TOT ROD body shell manufacturer
for childrens go carts Storage box/toy box for inside and outside
Delivery service availiable
adrian@thelittlesplittycompany.com
CONTACT 07735 343 444 OR 01952 279 696
WWW.THELITTLESPLITTYCOMPANY.COM

VOLKS WORLD
SHOW 2016 2nd-3rd April 2016
Sandown Park, Esher, Surrey

SANDOWN PARK
ESHER, SURREY
2-3 APRIL

BOOK YOUR TICKETS NOW AND SAVE UP TO 40%

volksworldshow.com
or call
020 8726 8313

TRADE
BOOK YOUR STAND NOW!

Contact Ben on 0208 726 8336
ben.foster@timeinc.com

SPONSORED BY

Meguiar's
CAROLE NASH The care it deserves
vwheritage
CAMPERVANTASTIC
www.campervantastic.com

## Beetles

**VW Beetle 1965 1300 Deluxe**
VW Beetle 1965 Deluxe. Fully restored with receipts for parts and work undertaken. 1600 t/p engine. Works that have been undertaken include *12v electrics *Re-sprayed *New clutch and starter motor *New adjustable front beam *New brakes and shocks all round *New headlining and carpet *New battery and 2 new tyres The car has a recent MOT Lovely condition for a 50 year old car. Mileage: 17082 Price: 6500. Location: Buckinghamshire
Phone Number: 01296631363
Email Address: gillriley@outlook.com

**1966 Classic Beetle 1200cc**
1966 Classic Beetle 1200cc. VGC. Java Green as original. MOT until June 16th 2016. Tax exempt. Mileage 54,155. Price £5,000. Original owner from new – 50 years. Location: Ashford, Kent. Mileage: 54,155 Price: £5,000 Location: Ashford, Kent Call: 01233 638041

**1303 Super Beetle - 12 mths MOT**
Lots of work completed over the years, main things being; Complete new exhaust 2 years ago 8 spoke EPI wheels fitted Replaced fuel pump and plugs recently New front shocks fitted and springs to lower front Spare parts; Brand new spare carburettor 2 spare front quarter windows Other bits and bobs Some rust spots as per photos and around front light, and the inside could do with some cosmetic work. Heating channels all work perfectly. 12 months MOT until Sept 2016, also kept copies of the last 6 years worth of MOT's. To view or For more info call me on 07974 171797
Mileage: Unknown, lots! Price: 2450
Location: Codicote, Hertfordshire
Phone Number: 07974171797
Email Address: Nottydom@yahoo.com

**1991 MK2 Golf 1.6 GTD very rare and reliable car**
Its time to save up for our wedding so my classic mk2 golf has to go, I have owned the car for the past 4 years with trouble free motoring and returning 45-55mpg. The car is in superb condition for its age 25 years and we will be sad to see it go. Mileage: 131k. Price: 1950.00. Location: warminster
Phone: 01985840950 or 07966266323

**1972 Volkswagen Beetle 1600 'Alf'**
Due to a number of scammers and sadly, time wasters he is still for sale. Please ask if you have any further questions
Mileage: 93000. Price: 3995. Location: Dover, Kent
Phone Number: 07814354122
Email: tracey.prince@hotmail.co.uk

**Beetle 1300 For Sale**
Beetle 1972 1300. Refurbished as original 9 years ago and kept in garage since. Used occasionally as 2nd car only. Tax exempt. MOT and fully serviced. Mileage: 97856. Price: £3500. Location: Milton Keynes, Buckinghamshire
Phone Number: 01908 641510
Email: milton.reid@btinternet.com

**1973, 1584CC, soft top beetle for sale**
Due to our ever growing family we reluctantly need to sell our beloved beetle . White alloyed wheels, two chrome exhaust systems, converted professionally to a convertible. We would consider an exchange for a camper.
Mileage: 17,945. Price: 3500. Location: United Kingdom/warwick
Phone Number: 07818599234
Email Address: tjtracie@tiscali.co.uk

**1998 Mexican Beetle RHD white 1600i**
MOTd last month, body work is in a good condition (few minor stonechips etc), underneath is solid (waxoyled regularly). Engine runs very well (fuel injected). I havent been using it very much recently (kept in garage) which is why I am selling. It comes with the alloy wheels, and tyres have lots of tread. Mileage: 39500miles. Price: 4500
Location: Tonbridge, Kent
Phone Number: 07958524458

## Parts

**T4 Headlights c/w Clear indicators**
Set of VW 2003 T4 Transporter Headlights and indicators with clear lenses as pictured. Collection only. Price: £45. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**VW T4 Transporter Rear lights**
Set of Rear Lenses from our VW 2003 T4. Side, Brake, Stop and Reversing (does not included fog lights). Price: £35. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**Evw wheels and tyres off type 1 van**
5 stud wheels 2 x continental 175 x 14, 1 semperit 700 x 14. Price: 40. Location: leicester
Phone Number: 07722077328
Email Address: chris.paul3434@yahoo.co.uk

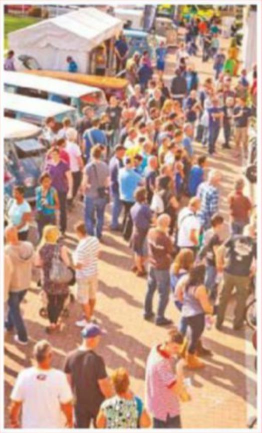
**VW T4 2.4D AAB engine complete**
T4 2..4 diesel engine complete.. Top end stripped ready to fit new head gasket. Pistons n conrods to fit in. Aab engine code.. Ideal bargain. Price: £395
Location: STOURBRIDGE WEST NIDLANDS
Phone Number: 07804207694
Email Address: plasma1.sm@gmail.com

**Driver Seat Base**
Original drivers seat base from our VW 2003 T4 Transporter. Seat belt clap fitted COLLECTION ONLY. Price: £30. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**Pair of Europa Bumpers from 76 bug**
Rusty ideal for Rat look. I'm selling this set of Europa Bumpers from my 76 bug. These are used, maybe original? Rusty ideal for Rat look
Price: £60. Location: Northants
Phone Number: 07743371912
Email Address: daveweiruk@yahoo.co.uk

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

SANDOWN PARK
ESHER, SURREY
2-3 APRIL



BOOK YOUR TICKETS NOW AND SAVE UP TO 40%

volksworldshow.com
or call
020 8726 8313

TRADE
BOOK YOUR STAND NOW!

Contact Ben on 0208 726 8336
ben.foster@timeinc.com

SPONSORED BY
Meguiar's
CAROLE NASH The care it deserves
vwheritage
CAMPERVANTASTIC
www.campervantastic.com

**Tangerine Dream 1965 VW Splitscreen camper, £28,500 ono**
Wonderful opportunity to purchase the Tangerine Dream, a 1966 model LHD, USA import UK registered VW split screen camper, just fully restored with a brand new interior. The special paintwork is metallic Burnt Orange and Black with a pearl topcoat, including engine bay. There is fabulous new upholstery in vivid complimentary vinyls. The luxury furniture is finished in macassar wood with hand finished hardwood edging.The front and back are finished with new carpets, and the centre section with heavy duty high quality non slip vinyl flooring. Any work necessary to turn the Tangerine Dream into a fully restored luxury camper has been done. Mileage: 19000
Price: 28500. Location: Southampton
Phone Number: 07948244602
Email Address: slcoxbaywood@gmail.com

**Early bay 1971, Tin Top**
Early bay 1971 12 mts MOT Rhd, fully finished camper to high spec .Over £30,000 spent new engine, professional interior, power steering , £8,500 bodywork, respray, June 15 . 2nd owner full history. Viewing essential. Call for more information . Tony . Mileage: 101,000
Price: £25,000. Location: Wolverhampton
Phone Number: 07793 282891
Email Address: Tonybristow@yahoo..co.uk

**VW Type 2 Bay Window, Tin Top, 1979**
Reluctantly for sale is Poppy, as we no longer have time to finish her. She has undergone a full strip down and overhaul. This included repairing or replacing outer lower panels, underside, inner front panel areas, chassis, cargo floor area, roof, inner corners, inner wheel arches, front doors, sliding doors, rear engine lid hanger, front bay of camper had new inner panel and front panel. Further details and invoices available, plus contact with company that repaired it for us. She then underwent a full body spray and rebuild which included many new rubbers, seals and parts. She left the garage with full mot in July 2014 and due to our lack of time she has sat in a garage since (hence no mot). She requires someone to continue to love her and finish the interior (currently only front is finished). A wonderful blank canvas and project for the winter. Spent over £20k on refurb!!
Price: 20,000. Location: Derby
Phone Number: 07507734293
Email Address: phil@scrumptiddly.com

**VW T25 Westfalia Club Joker Campervan high top - 1988 - 1.6 turbo diesel - LHD**
We are selling our much loved VW campervan. The model is a very desirable Westfalia Club Joker (despite the California stickers!) Left hand drive. It was imported from Germany just before we bought it in 2009. Features include: electric and heated wing mirrors, power steering, 4 berth, Eberspacher heater runs off the diesel tank, gas hob powered by LPG tank, mains hookup, 3 way fridge, rock 'n' roll bed, of storage cupboards.
Mileage: 105,000. Price: 11,500. Location: Longwell Green, Bristol
Phone Number: 07772 544124
Email Address: jane.hersey@gmail.com

**1968 VW T2,** 14,700 miles, Devon conversion, one owner from new, fully restored, rare find - £39,995
Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**1972 VW T2,** 101,000 miles, Westfalia conversion, original right hand drive, rare find - £32,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**1987 VW T25/T3,** 93,000 miles, Devon conversion, immaculate condition in and out - £19,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2005 VW T2,** 17,900 miles, Danbury conversion, four berth, five seats, lots of extras - £27,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2012 VW T2** 8,500 miles, Danbury conversion, four berth, five seats, lots of extras - £37,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2008 VW T2** 12,500 miles, Danbury conversion, four berth, four seats, lots of extras - £29,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2010 VW T2** 25,200 miles, Danbury conversion, privacy glass, alloy wheels and more - £29,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2009 VW T2,** 54,600 miles, Danbury conversion, rack and pinion steering and more - £29,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2006 VW T2** 20,000 miles, Danbury conversion, TV/DVD system, alloy wheels and more - £28,995. Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**2012 VW T2** 4,100 miles, Danbury conversion, ex-demo, lots of extras - £37,995 . Danbury MotorCaravans
Tel: 01454 310 000
Web: www.danburymotorcaravans.com

**1974 T2 Westfalia Bay Camper**
MOT and Taxed. External has been refurbished to high standard and is rust free. Interior needs finishing of but has all original interior. Beautiful camper. Price: £11,000 ono
Location: Droitwich, West Midlands
Phone Number: 07882770213
Email Address: esweeney1@live.co.uk

**VW T25 campervan**
VW T25 1981 2000 aircooled petrol. 2 owners. Please contact me for more information there is just to much to list. Slight rust on a couple of panels and needs a complete respray. Open to offers. Mileage: 71000. Price: £5500ono
Location: Liverpool.
Phone Number: 07879812707
Email Address: bigyin59@sky.com

**1971 Early Bay White Westy Pop Top walkthrough model**
Much loved white 1971 Westy Solid LHD Californian import, Waxoyled. Kustom Camper interior - fridge, hob. Table, buddy seat, R&R bed, custom units. BAT upholstery. MP3 stereo 1600 rebuilt engine/bay, new batteries, split charge system. Firetec system MOT Tax exempt Mileage: 57063. Price: 16995. Location: Lincolnshire. Phone Number: 07919 995670
Email Address: p-walker@outlook.com

**1989 VW Autohomes Comet T25 1.9 Petrol**
Hi Top 4 Berth, Fiamma Bike Rack, Drive Away Awning, Leisure Battery, 5 Seat Belts, CD Radio, Nearly New Tyres, 3 Way Fridge, Owned For 20 Years, Excellent Condition, No Rust, MOT, Regularly Serviced And Cherished By Owner. Mileage: 103,000. Price: £9900
Location: Essex
Phone Number: 07794212207
Email Address: gary.d7@ntlworld.com

**1978 Bay Window Camper - restoration project**
Stalled restoration, have doors, glass, dials, bunk etc. No interior, no roof, spare wheel, Porsche 911 front seats. Replacement engine circa 25K ago. Interested? First person to make a (sensible) offer gets it. Mileage: Circa 25K. Price: Make an offer. Location: Rugby
Phone Number: 07764638921
Email Address: neil_kirk@hotmail.co.uk

**1974 Bay Camper**
1974 Blue Bay Window Camper. Devon Conversion. 4 berth; pop top with bunks. reconditioned 1600 engine. Good condition, Pink and Cream interior. Hob and Grill.Used regularly - many adventures. MOT until Feb 2016. Tax Exempt. Mileage: 100k but engine replaced. Price: £13,500. Location: Warwickshire
Phone Number: 07769 698676
Email Address: cresswell_jane@hotmail.com

## Parts

**T4 Headlights c/w Clear indicators**
Set of VW 2003 T4 Transporter Headlights and indicators with clear lenses as pictured. Collection only. Price: £45. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**VW T4 Transporter Rear lights**
Set of Rear Lenses from our VW 2003 T4. Side, Brake, Stop and Reversing (does not included fog lights). Price: £35. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**Evw wheels and tyres off type 1 van**
5 stud wheels 2 x continental 175 x 14, 1 semperit 700 x 14. Price: 40. Location: leicester
Phone Number: 07722077328
Email Address: chris.paul3434@yahoo.co.uk

**VW T4 2.4D AAB engine complete**
T4 2..4 diesel engine complete.. Top end stripped ready to fit new head gasket. Pistons n conrods to fit in. Aab engine code.. Ideal bargain. Price: £395
Location: STOURBRIDGE WEST NIDLANDS
Phone Number: 07804207694
Email Address: plasma1.sm@gmail.com

**Driver Seat Base**
Original drivers seat base from our VW 2003 T4 Transporter. Seat belt clap fitted COLLECTION ONLY. Price: £30. Location: Stoke on Trent
Email Address: mas.007@btinternet.com

**Pair of Europa Bumpers from 76 bug**
Rusty ideal for Rat look. I'm selling this set of Europa Bumpers from my 76 bug. These are used, maybe original? Rusty ideal for Rat look
Price: £60. Location: Northants
Phone Number: 07743371912
Email Address: daveweiruk@yahoo.co.uk

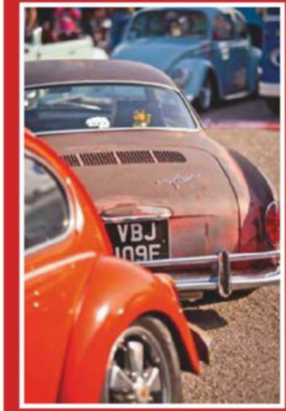
VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

BUY ADVANCE TICKETS TODAY AND SAVE UP TO 40%
volksworldshow.com

Meguiar's
CAROLE NASH The care it deserves
vwheritage
CAMPERVANTASTIC www.campervantastic.com

VOLKS WORLD SHOW 2016
2nd-3rd April 2016
Sandown Park, Esher, Surrey

SANDOWN PARK
ESHER, SURREY
2-3 APRIL



BOOK YOUR TICKETS NOW AND SAVE UP TO 40%

volksworldshow.com
or call
020 8726 8313

TRADE
BOOK YOUR STAND NOW!

Contact Ben on 0208 726 8336
ben.foster@timeinc.com

SPONSORED BY
Meguiar's
CAROLE NASH The care it deserves
vwheritage
CAMPERVANTASTIC www.campervantastic.com

# Dean Jones

## Although he passed away recently at the age of 84, immortality will forever be assured for Dean Jones as the man who owned Herbie, in real life as well as on screen

**Words**
Richard Gunn

In an acting career lasting over half a century, Dean Jones, who died at the beginning of September, made over 50 films. But he will forever be remembered for his appearances alongside a certain white VW Beetle. because Jones was Jim Douglas, the human foil to Disney's Herbie.

Jones was born in January 1931 in Huntsville, Alabama. A career in entertainment beckoned from the start – while at high school, he had his own local radio show. After a spell in the US Navy during the Korean War, he went to work at the Bird Cage Theatre near Los Angeles in California. This put him handily close to the centre of the American film industry and, in 1956, Jones started his movie career for MGM, with a small role in *Somebody Up There Likes Me*. A year later, he was alongside Elvis Presley in *Jailhouse Rock*, portraying a disc jockey.

His TV and film work eventually attracted the attention of the Walt Disney studio, which signed him up for several movies starting with *That Darn Cat!* in 1965. Three years later came his most famous role of all, with the film that introduced Herbie to the world. In *The Love Bug* – described as 'a long, sentimental Volkswagen commercial' by the *New York Times* – Jones played a washed-up racing driver whose motorsport career is revitalised by the Beetle with a mind of its own.

> "I took a Porsche-powered VW around the track at Riverside"

As 1968's third most successful film, it made Jones almost as big a celebrity as his automotive co-star. "Can you imagine *The Love Bug* would become such a big hit? No, no, we had no idea," reflected Jones in an interview in 1998. "And we had no idea it was going to bring in $58 million in the first couple of months, which was an enormous amount then. It rated right under *Gone with the Wind* in the top 10 motion pictures of all time for several years."

Jones recalls enjoying the production process, especially some of the modified Beetles. "I took a Porsche-powered VW around the track at Riverside Raceway during lunch and had it up to about 115mph… and it was all over the road. It had Koni shocks and a roll bar built in, and everything. But it still had some of that squirrelly feeling of the old Bugs. So it was a foolish thing to do really. But I just wanted to see how fast it would go. And we were on a race track…"

^ Dean Jones, the straight guy to Walt Disney's Herbie

The popularity of *The Love Bug* pretty much guaranteed a sequel, but 1974's *Herbie Rides Again* didn't feature Jones after he commented that he didn't think the script was up to much. He did return for *Herbie Goes to Monte Carlo* in 1977, but was absent again for 1980's *Herbie Goes Bananas*. He next stepped into the Beetle universe in 1982 for the TV series, *Herbie, The Love Bug*, but it failed to have anything like the impact of the big screen outings – despite Jones himself singing the theme song, *Herbie, My Best Friend* – and was cancelled after just five episodes. That was it from Herbie for the next 15 years, until Jones made a quick cameo in the 1997 'reboot' TV movie, *The Love Bug*.

However, his connection with Volkswagens remained strong. He took part in promotional events for the New Beetle and, when Disney retired one of the original film Herbies from Disneyland in California during the mid-'90s, it could think of nobody better to give it to than Dean Jones.

Jones put the enduring fascination of Herbie down to "the benignness of the little car. It's such an innocent-looking car, the VW. It was not a luxurious thing. It was not a hip thing. It was not a chic thing to drive a VW Bug. They were cars that were just basic transportation. And you know, the Corvettes and the Porsches and the Ferrari and practically any other car could blow them off. But here was this little Bug with more heart than the big cars, and it was the underdog that became triumphant. That was the basic appeal of Herbie.' And, perhaps, of Herbie's 'best friend', Dean Jones, as well. ■

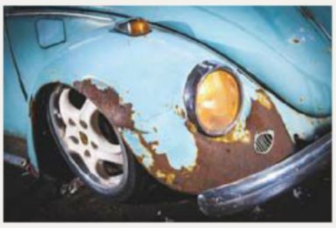
**NEXT MONTH • ON SALE 18 DEC**

**Invalid carriage –** Spencer's Marina Blue slammer

**Stock Ghia –** A RHD '63 coupe we'd all love to own

**Staff cars –** More comings and goings at Volks HQ

**Show reports –** Brighton Breeze to name but one



Any Questions? Email us at tech@cip1.com OR Call us during Office Hours: Mon-Fri 8AM-5PM PST From Europe :00-1-604-881-7858 From Australia TOLL FREE:1-800-628-596

# cip1.com

California Import Parts Ltd.

Your #1 Source for Restoration & Performance VW Parts since 1979!

OVER 35 YEARS IN THE VINTAGE VW BUSINESS!

For Specials & Discount Coupons, check us out on Facebook and Twitter

Our 50,000sq ft Warehouse has over 13,000 parts IN STOCK and ready to ship Worldwide!

5 BUSINESS DAY AIR DELIVERY

FAST 5 DAY INTERNATIONAL SHIPPING TO YOUR DOOR!

**44MM DUAL HPMX CARB. KITS**
From $499.99USD/kit

WEB SEARCH CODE 47-HPMX

**48MM DUAL IDA STYLE CARB. KITS**
From $759.99USD/kit

WEB SEARCH CODE 47-48MM

**34MM DUAL CARB KITS**
From $269.99USD/kit

WEB SEARCH CODE C13-34MM

**EPC-32/36 2 BARREL PROGRESSIVE CARB KITS**
From $269.99USD/kit

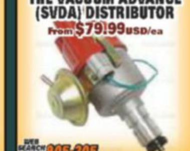
WEB SEARCH CODE C13-2BBL

**WE STOCK 3 VERSIONS OF THE 34PICT CARB.**
From $139.99USD/ea

WEB SEARCH CODE 113-129-031

**WE STOCK 5 VERSIONS OF THE 009 DISTRIBUTOR**
From $39.99USD/ea

WEB SEARCH CODE 178-009

**WE STOCK 4 VERSIONS OF THE VACUUM ADVANCE (SVDA) DISTRIBUTOR**
From $79.99USD/ea

WEB SEARCH CODE 905-205

**VW DISTRIBUTORS WITH IGNITOR IGNITION MODULES**
From $129.99USD/ea

WEB SEARCH CODE PER-D180810

**EMPI HI-PERFORMANCE CAMSHAFTS**
From $59.99USD/ea

WEB SEARCH CODE 13-22-4

**SCAT CAMSHAFT KITS**
$159.99USD/kit

WEB SEARCH CODE C15-2005

**COMPLETE RATIO ROCKER ARM SETS**
$109.99USD/set

WEB SEARCH CODE RATIO-ARM

**SERPENTINE BELT/PULLEY KIT**
From $199.99USD/kit

WEB SEARCH CODE C15-80316

**COMPUFIRE IGNITION MODULES**
From $64.99USD/kit

WEB SEARCH CODE C22-2110

**COMPUFIRE HIGH OUTPUT IGNITION SYSTEMS**
From $239.99USD/kit

WEB SEARCH CODE C22-1110

**PERTRONIX IGNITOR**
From $69.99USD/ea

WEB SEARCH CODE PER-184

**BOLT-ON FRONT DISC BRAKE KIT**
From $199.99USD/kit

WEB SEARCH CODE 4121-B0

**FRONT DISC BRAKE KITS**
From $289.99USD/kit

WEB SEARCH CODE 10-4121

**REAR DISC BRAKE KITS**
From $279.99USD/kit

WEB SEARCH CODE 4126-KT

**OE VW REAR BACKING PLATES**
$69.99USD/ea

WEB SEARCH CODE 3-609-A

**STAINLESS STEEL LARGE 2-TIP EXHAUSTS**
$199.99USD/ea

WEB SEARCH CODE ACC-35067S

**CERAMIC COATED STOCK MUFFLER KIT**
$199.99USD/kit

WEB SEARCH CODE ACC-C10-6064

**CERAMIC COATED EXHAUST SYSTEMS**
From $179.99USD/ea

WEB SEARCH CODE C13-55-341

**COMPLETE 1963-71 BUS MUFFLER KIT**
$169.99USD/kit

WEB SEARCH CODE 51-EKIT

**COMPLETE STOCK BEETLE MUFFLER KIT**
$129.99USD/kit

WEB SEARCH CODE 35021

**BENTLEY SERVICE MANUALS**
From $29.99USD/ea

Official Service Manual
WEB SEARCH CODE BENTLEY

**HEAVY DUTY CLUTCH KITS**
From $119.99USD/kit

WEB SEARCH CODE 5149-KT

**BUGPACK BILLET SHIFTERS**
From $54.99USD/ea

WEB SEARCH CODE 12-SHIFT

**SCAT SHIFTERS**
From $99.99USD/ea

WEB SEARCH CODE 15-8050

**EMPI SHIFTERS**
From $44.99USD/ea

WEB SEARCH CODE 13-SHIFT

**SIDE GEAR SET 1961 & LATER SWING AXLE**
$99.99USD/set

WEB SEARCH CODE 111-598-081

**SWING AXLE & I.R.S. SUPER DIFFS**
From $169.99USD/ea

WEB SEARCH CODE S-DIFF

**HEAVY DUTY SIDE COVERS**
From $44.99USD/ea

WEB SEARCH CODE HD-COVER

**TORQUE TOOL KIT**
$74.99USD/kit

WEB SEARCH CODE 10-7036

**SUPER BEETLE STRUT LOWERING KITS**
$189.99USD/kit

WEB SEARCH CODE 60-KIT

**SUPER BEETLE LOWERING SPRINGS**
From $59.99USD/pr

WEB SEARCH CODE C29-138

**VANAGON LOWERING SPRINGS**
$199.99USD/set

WEB SEARCH CODE 9879

**2 1/2" DROPPED SPINDLES**
From $89.99USD/pr

WEB SEARCH CODE ACC-C10-416

**COMPLETE STEERING WHEEL KIT**
From $149.99USD/kit

WEB SEARCH CODE 498-600

**COMPLETE 12V WIPER ASSEMBLY 1967-77 BEETLE**
$149.99USD/ea

WEB SEARCH CODE 113-989-955

**ELECTRIC FUEL PUMPS FOR ALL APPLICATIONS**
From $27.99USD/ea

WEB SEARCH CODE E-PUMP

**3-POINT RETRACTABLE SEATBELT KIT**
$149.99USD/kit

WEB SEARCH CODE 3PTEU

**REPLACEMENT SUNROOF CABLES**
From $74.99USD/ea

WEB SEARCH CODE SRCABLE

**14" OR 15" WHITEWALL INSERTS**
$69.99USD/set

WEB SEARCH CODE WHITEWALL

**4 LAYER BEETLE OR GHIA CAR COVERS**
$79.99USD/ea

WEB SEARCH CODE 100-010

**SWAN NECK MIRRORS**
$169.99USD/pr

WEB SEARCH CODE ZVW141

**GERMAN FENDER BEADING KIT**
$49.99USD/kit

WEB SEARCH CODE 898-022-GR

**REPLACEMENT DASH PAD FOR RIGHT-HAND DRIVE 1971-77 BEETLE**
$199.99USD/ea

WEB SEARCH CODE B-RHD

**CIP1 STOCKS RETROSOUND RADIOS! NEW CLASSIC & MODEL ONE IN STOCK NOW!**
From $159.99USD/ea

WEB SEARCH CODE RETROSOUND

**NEW RETROSOUND MODEL 2 & ZUMA RADIO IN STOCK NOW!**
From $229.99USD/ea

WEB SEARCH CODE ZUMA

**DELUXE HIGH OUTPUT ALTERNATOR CONVERSION KIT FOR 12-1600CC BEETLE/GHIA ENGINES**
From $139.99USD/kit

WEB SEARCH CODE 5750

**STAINLESS STEEL MOLDING KITS**
From $59.99USD/kit

WEB SEARCH CODE 113-898-111

**REAR QUARTER POP OUT WINDOW KITS**
$399.99USD/kit

WEB SEARCH CODE 113-898-400

**GENUINE GERMAN MADE BEETLE WINDOW RUBBER KITS**
From $99.99USD/kit

WEB SEARCH CODE 121-WGR

**CHROME WINDOW MOLDING KITS**
From $49.99USD/kit

WEB SEARCH CODE 113-305

**CIP1 NOW STOCKS THE FULL LINE OF VDO GAUGES!**

WEB SEARCH CODE VDO

**CIP1 NOW STOCKS THE FULL LINE OF AUTOMETER GAUGES!**

WEB SEARCH CODE AUTOMETER

**COMPUFIRE STARTERS**
$249.99USD/ea

WEB SEARCH CODE C22-536

**BRAND NEW 12V STARTERS**
From $79.99USD/ea

WEB SEARCH CODE 311-911

**10 LED 7" CRYSTAL HALOGEN HEADLIGHT**
$109.99USD/pr

WEB SEARCH CODE C11-S2010LED

**HELLA HEADLIGHT ASSEMBLIES**
$59.99USD/ea

WEB SEARCH CODE BAA-941-751

**STOCK HELLA TAILLIGHT ASSEMBLIES**
From $49.99USD/ea

WEB SEARCH CODE BAA-945

All prices are in US dollars. This ad supercedes all previous ads. Prices subject to change without notice. All prices DO NOT include shipping charges. Shipping charges are always extra. Many items are legal for racing only and may never be used upon a highway. Please check your local laws International shipments may be subject to taxes, duties, and fees, once they reach your country. We have no control over these charges and they may vary widely from country to country. You, as the importer of record, will have to comply with the laws and regulations of your country and will be responsible for these charges

jk
justkampers.com

Your number one source for quality VW parts & accessories

Run by enthusiasts to help you keep your VW on the road!

FREE DELIVERY
Over £35*
*Mainland UK Only

**Swedish Gravel Guards** J40508
VW Beetle All Years
£64.95

**Billet Aluminium Dash Grab Handle** J16639
VW Beetle 1958-1967
£49.95

**Head Lamp Grill 356 Style** J40634
VW Beetle 1946-1967
VW T2 Split 1950-1967
£90.00

**Quarter Light Rain Guards** J40507
VW Beetle All Years
£29.95

This 1967 Karmann Beetle is owned by JK MD Mark Reynolds...

100's of NEW Aircooled Parts In Stock! Go Online for the full range...

Visit justkampers.com or call 0345 1266266

TRUSTPILOT